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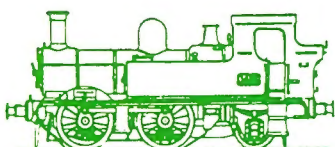
**Leigh Creek Lumber Co.**  
**Modular modelling, French style**  
**Italian station building**







# KITTLE HOBBY

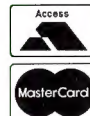


24 PENNARD ROAD • KITTLE • SWANSEA SA3 3JS

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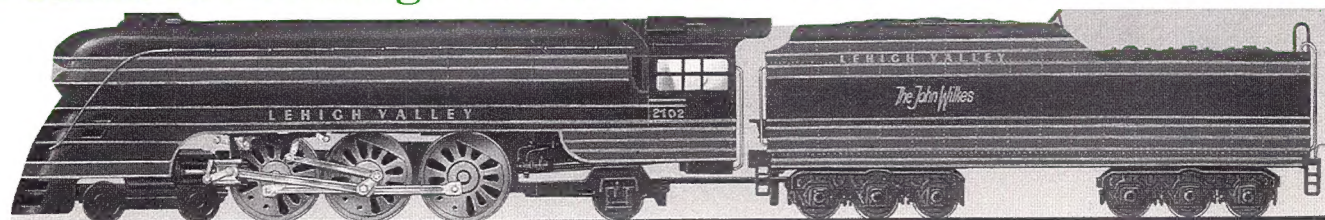
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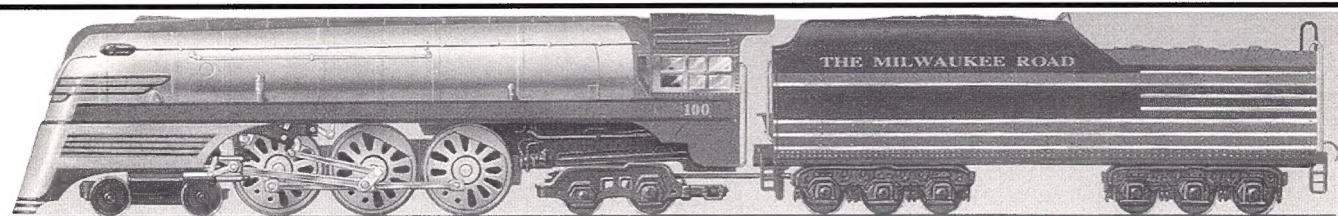
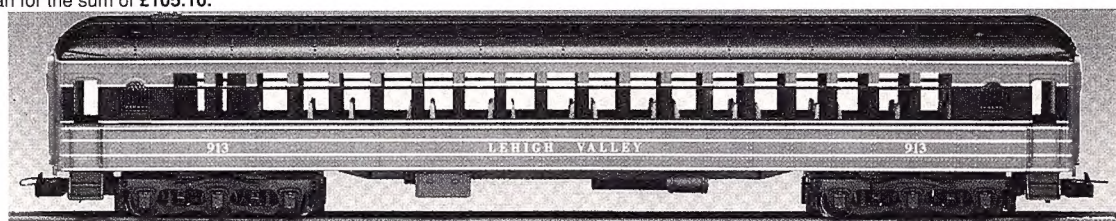


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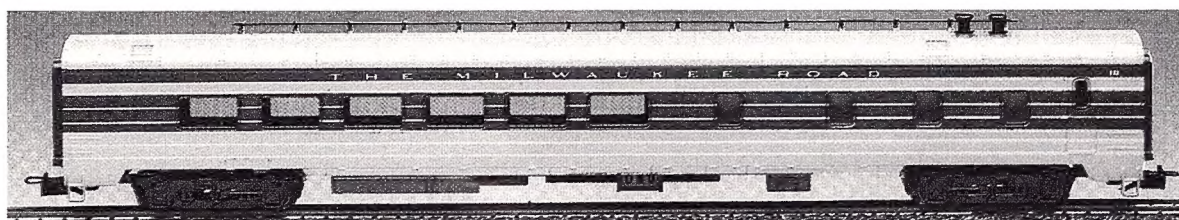
### The Yanks are coming! Two new American locos from Rivarossi.



**NOW AVAILABLE!** The new streamlined Pacific 'The John Wilkes' at an unbeatable price of **£161.00**. Although not a limited edition, there will be a small production run of 5 different coaches to complement this loco. As a special offer to all our customers purchasing this loco, we are offering the rake of P.O. Baggage, Diner, 2 different numbered Coaches & a Pullman for the sum of **£105.10**.

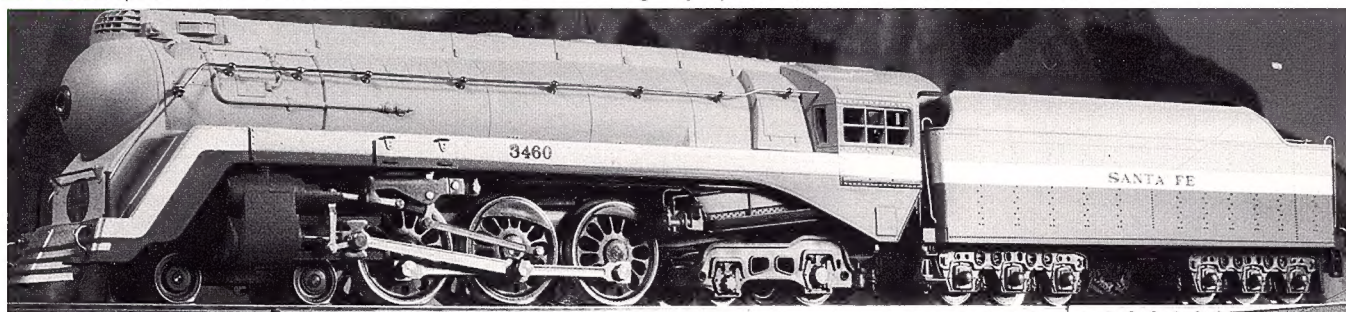


We can also offer complementary coaches for the Milwaukee Road Hudson also at **£161.00**. in the following consist; R.P.O. Coach, Diner, 2 different Chair Coaches, and a Tail Car at the same price of **£105.10**. Normally these coaches would retail for **£26.97** each.



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**NEW: NEW: NEW:** Superb American Famous Names Locomotives now re-issued in greatly improved versions with new motors and mechanisms.



1583 'BLUE GOOSE' Super streamlined Hudson of the Santa Fe. **£161.00**. This elegant locomotive comes in the characteristic two tone blue livery.



1581 N.Y.C. Hudson with Scullin wheels. All black livery. **£161.00**.



FEATURES

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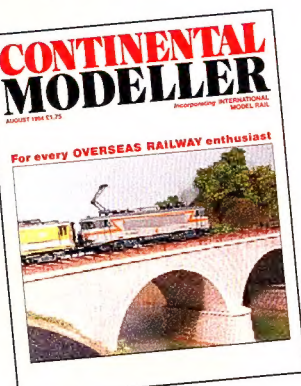
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Coming next month August 1994

Publication date 15th July



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**FOXLOW SHEEP STATION**  
Ross Balderson describes his award-winning New South Wales N scale modules

**NARROW GAUGE RAILWAYS OF SAXONY**  
Ron Martin turns his attention to the passenger stock

**BALTIMORE & OHIO E24 TO L1a**  
Dave Arnold tells of an interesting prototype conversion

**MARTIGNY**  
Alan Pike suggests a Swiss rail centre with modelling potential

**RHODESIA RAILWAYS 7th CLASS**  
Scale drawings of this colonial 4-8-2 and derivatives

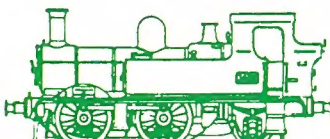
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# KITTLE HOBBY



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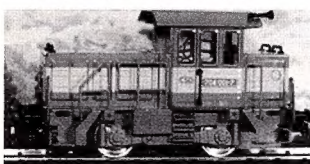
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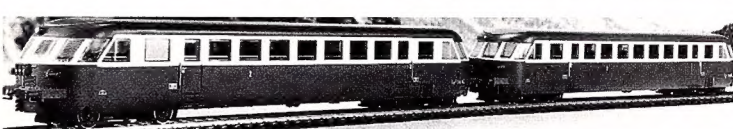
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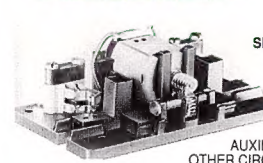
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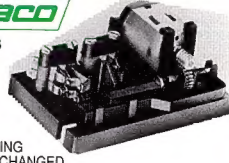
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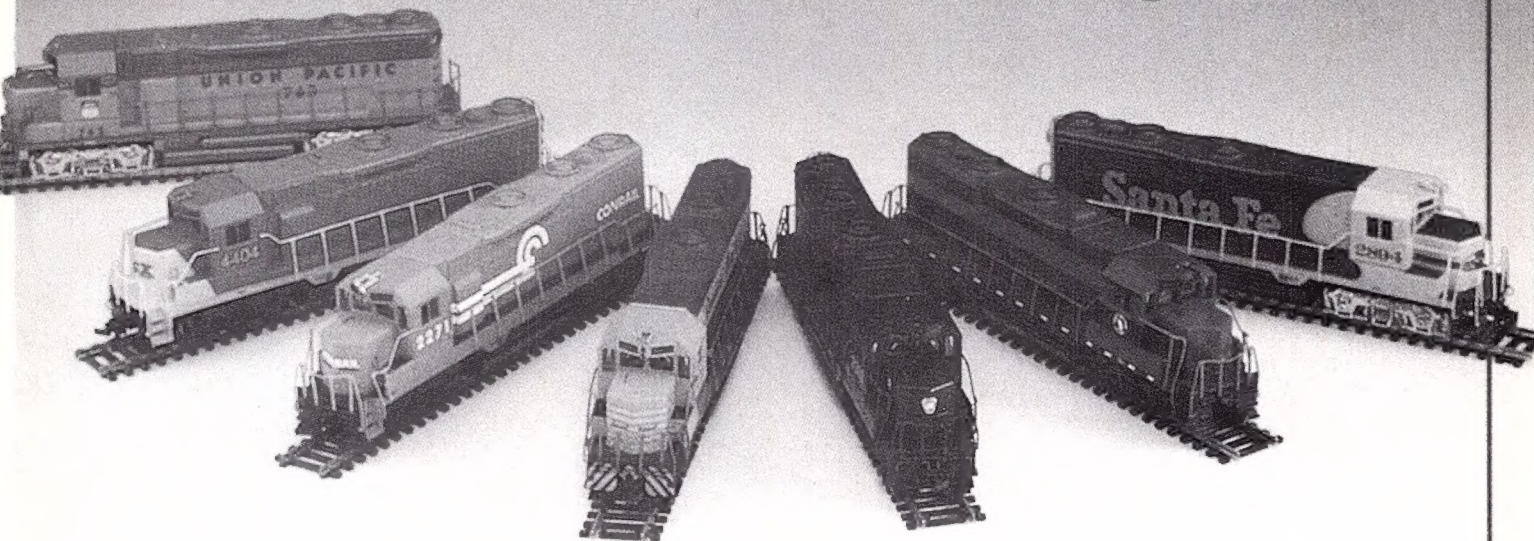


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8397L SBB Re 6/6 "RUTI" No. 11611	£87.55
8398L SBB Re 4/4 II No. 11113	£86.40
8399L DB Diesel Makt 1024 001-8	£66.90
8400L DB Diesel Makt 1024 002-6	£66.90
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8402L DB Diesel/Electric Class V 188 001	£66.40
8403L VTOB Unit & Trailer - USA Army livery	£100.45
8404L DB BR165 Berliner Trailer Cars x 2	£56.25
8405L Belgian Electric Class 22	£76.35
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8421L FS Class AL 601 Electric and Trailer	£94.10
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8426L OBB Class 1042 008-1 Electric - new	£84.65
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8434L SNCR Diesel Class BR 67554	£72.20
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8441L SNCR X2132 Railcar	£58.10
8442L OBB Class 2050 005-4 Diesel - new	£56.40
8443L OBB Class 2050 002-1 Diesel - new	£56.40
8444L SBB Re 4/4 I No. 10031 - red	£90.30
8445L SBB Re 4/4 I No. 10040 - red	£90.30
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8448L SBB Re 4/4 I 2nd Series - 10037 green	£92.15
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8451L RENFE Class 252 018-7 Electric	£91.30
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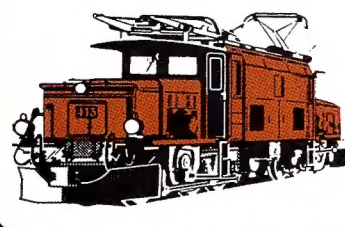


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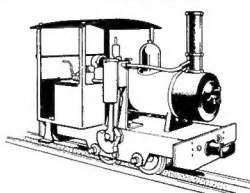
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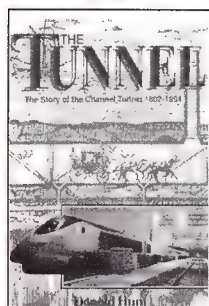
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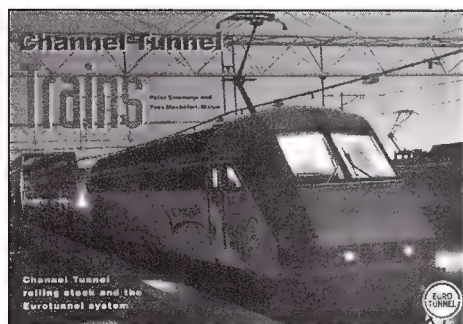
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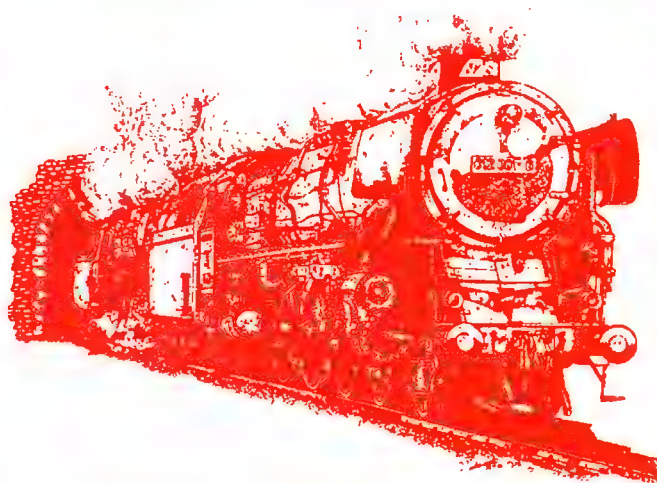
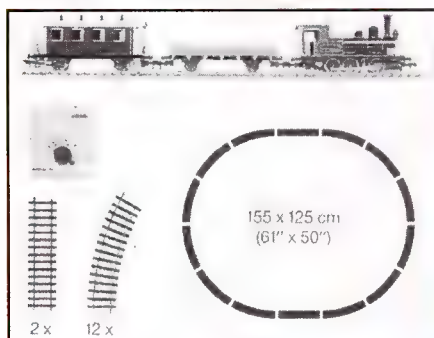
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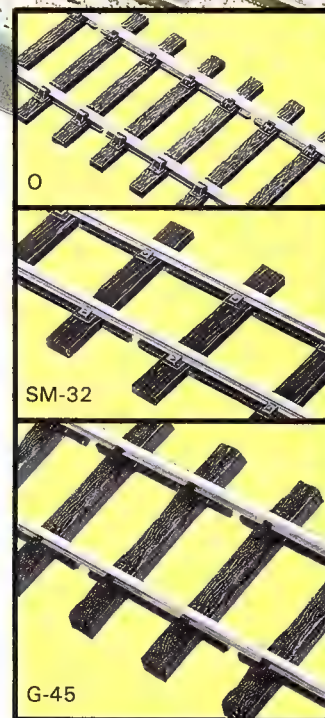
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# CONTINENTAL MODELLER

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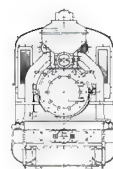
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## RAILWAY MODELLER

The companion magazine for the average enthusiast modelling British railway practice. Published on the 22nd of the preceding month.



## REALITY?

Those who model American railroads seem much more at home with the idea of creating overtly freelance layouts than their British and European counterparts. There are no doubt good reasons for this, not least the existence of many independent companies throughout the railway history of that country, some with routes, operating practices, and indeed names far stranger than any subsequent model fiction!

The magnificent *Leigh Creek Lumber Company* created by Geoff Nott, featured in this issue, is an excellent example of such a layout. Just because it is not based on an actual prototype, it certainly could not be said to lack realism. It shows that, in many ways, selective use of genuine features can create a more successful impression and therefore appear to be more realistic.

When all things are considered, British and European modellers are not so different — there are just as many compromises in modelling that Bavarian or GWR branch terminus, whether combining 'typical' features to portray a convincing amalgam or reproducing (should space permit) a particular location exactly to scale: what happens when this precise replica necessarily vanishes 'off stage'?

Imagination is an essential component of our modelling: as builders, we place the layout in a plausible wider context that we cannot reproduce, and as viewers, given sufficient stimuli, we are happy to suspend disbelief and supply the rest of the picture in our minds.

Of course, layouts are built to satisfy other criteria — they must be practical to build, enjoyable to operate, and so on. Every modeller's aims will be different.

We have taken the unusual step of making the *Leigh Creek Lumber Company* the subject of both the Railway of the Month and the Plan of the Month features: what has been achieved already certainly merits the former, and what is projected makes a worthy plan.

Although primarily concerned with the practical results of modelling activity, CM has always included a certain amount of prototype coverage to inform and inspire, wherever feasible with reference to commercially available items, although the need to build from scratch may be part of the challenge and appeal for some.

In this issue, Sarah Wright begins an account of the Péchot narrow gauge system developed before the turn of the century for the French military. As will be shown in subsequent editions, there is an encouraging amount commercially available, and quite a lot of the original material is preserved at various places in France, notably Froissy and Pithiviers.

Excursions to such venues are by no means impossible, and are now within the reach of many more people, as has been demonstrated by the articles in previous editions on the Baie de la Somme, and the enterprise of such trips as those organised by the Greenwich & District Narrow Gauge Railway Society. No doubt the opening of the Channel Tunnel will encourage even more enthusiasts to venture onto the Continent.

The intrepid CM editorial/photographic team chalked up a 'first' with an expedition to an exhibition in France at the end of last year. First evidence of this venture can be seen in this issue with the account of the Coudekerque club's modular layout, and there is more to follow.

Enjoy the Bigger Big Read every month.

**COVER: Leigh Creek Lumber Co. Shay #4 rumbles over the Falls Creek bridge. Photo: Peter Webb.**





# Railway of the month

## LEIGH CREEK LUMBER COMPANY

**Geoff Nott**

An American logging layout in HO

*This extensive layout is still under development but the finished section already conveys a superb impression of the heyday of logging operations in the Pacific north-west.*

The grandeur and beauty of the tall forests of redwood and pine in a setting of rugged mountains is to me one of the most impressive things in life. The forests of the Pacific north-west of the United States once echoed to the shrill whistles of the donkey engine and steam locomotives as they struggled to haul heavy loads of logs to the mill through rough and inhospitable terrain, up steep grades, around sharp curves, on crudely laid light track and over spindly trestle bridges.

The development of my Leigh Creek Lumber Company layout is an attempt to recreate the logging operations of a bygone era. I enjoy the nostalgia and get great pleasure learning about the history of logging in the woods as I search for information to ensure the details are authentic.

The layout is freelance, using standard gauge in HO scale, and represents a logging railroad operating in and around the White Pass and Cowlitz River areas of Washington state. This mountainous region is renowned

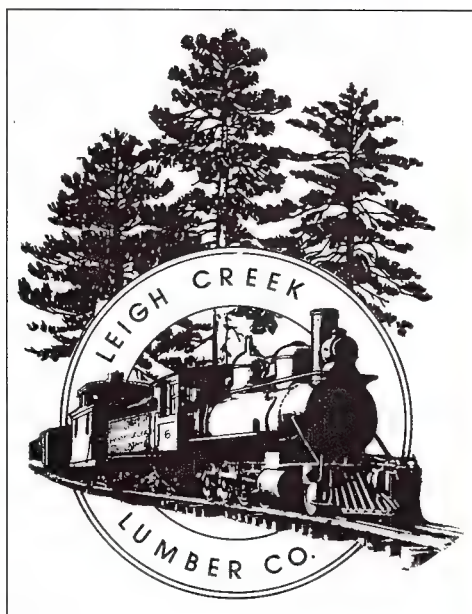
**Above: #11 will take on fuel and water at Falls Creek before heading for Leigh Creek.**

**Top right: Shay #1 has been restored by the Leigh Creek for running on special occasions. On a test run the crew have decided to take a break at Kicking Horse Point.**

**Right: 2-8-0 #14 takes the last load of logs for the day from Kicking Horse Point.**

Photographs by Peter Webb





for its scenic attractions, spectacular views, and majestic timber — some is now preserved in towering stands, protected from the logger's axe. Fast flowing rivers and cascading waterfalls are typical features. Hikers trekking along the many trails in the area might sometimes be seen flagging down a log train and riding the log cars back to town, a very risky business indeed!

#### **Layout design and operation**

The layout has been designed to allow several types of running. There are times when I just want to run trains and sit back and enjoy the view. This can be achieved by





using two large return loops on either side of the room. Trains can also simply run across the layout to and from the staging tracks without any switching.

When more intensive operating is required, I can follow prototype practice and have rod locos haul empty log cars back from the mill to the main camp where geared locos break up the consist into smaller cuts and then climb into the woods for the cars to be loaded. Then the procedure is reversed, and the whole sequence provides plenty of switching action.

### **Framing, trackwork, and wiring**

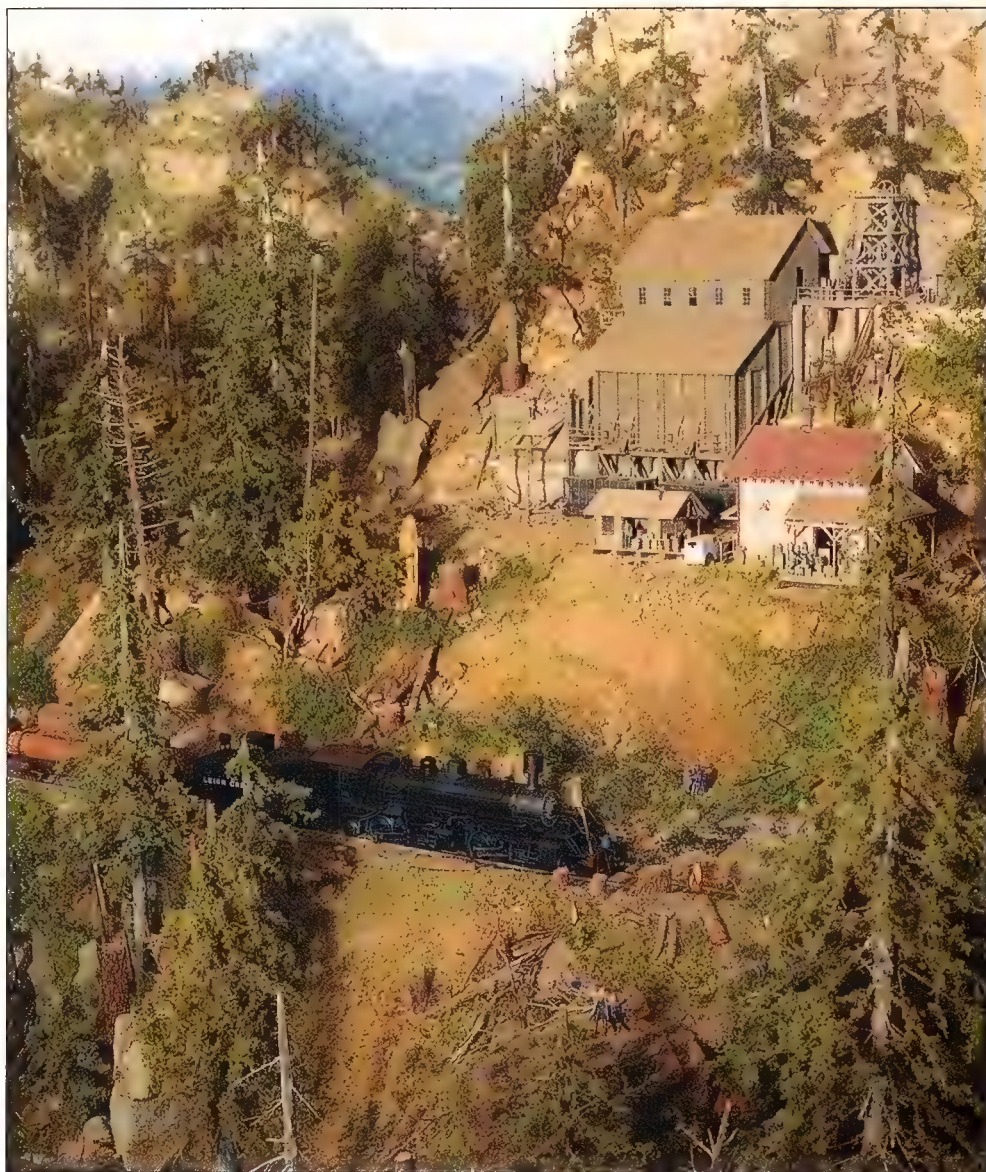
The basic frame of the benchwork was made using many methods and different timber sizes, but all has been firmly glued and screwed together. The roadbed itself is formed of plywood mounted on suitable timber risers, and cork is used under the trackwork.

Commercial flexible track and turnouts in Code 70 and Code 55 are used. Some turnouts are worked by hand throws, others are electrically operated.

The wiring is based on the common return system using rotary switches to distribute the supply from the controllers to the many blocks or sections.

### **Scenery**

The scenery techniques I have used have changed over the years. I started out using exclusively the plaster hard shell technique, applying rock moulds to good effect. Recently I have started to use real rock, selected for the colour and suitably fine scale appearance, then removed and carried very carefully to preserve as much of







the delicate strata as possible. The pieces are then stacked, arranged, and glued securely in place. The hardshell and styro-foam techniques are still used for sloped and flat areas. Over a base of brown acrylic paint, soil, crushed rock, twigs, and other natural materials are then scattered to represent debris. Commercial ground foams of many varieties are then applied over the whole area to blend the scene together.

Trees and bushes, essential to the charac-

ter of this type of landscape, add the final touch. Many hundreds of trees have already been made, and many more will be needed before the layout is complete. Most are fabricated from balsa wood dowels, tapered, roughened with a rasp, and stained. Then suitable holes are made for the branches to be inserted and glued in position. It is easy to forget how large a tree should be — for HO scale, many work out at some 3ft (90cm) tall.

The three dimensional scenery components are carefully blended in with the backdrops on which have been painted distant scenes.

### **Buildings and bridges**

Buildings hold a great fascination for me. I have completed quite a large number so far, some from my own designs, and made from scratch. But many other structures remain to be constructed - the sawmill itself, and the buildings on the waterfront, along with all types of log loading facilities.

Bridges abound on the Leigh Creek line, as on real logging railroads. Most are of timber construction, often in the trestle style, and much scale stripwood has been stained, grained, and cut to size before use in the assembly of these beauties.



*Top left: Hikers pose for the camera as 2-6-6-2 Mallet #12 drifts past Silver Reef mine.*

*Opposite, left: 2-10-0 #11 leaves Falls Creek with a train of fuel and supplies.*

*Above: Climax #5 heads out over the bridge at White Pass. As usual, the head end brakeman is accompanied by his dog.*

*Left: Fine structures are a feature of this layout and complement the superb scenery.*





*Above: The town of Falls Creek has changed little over the years. Only the automobiles reflect the passage of time.*

*Below: the Mallet drifts down grade with another full load.*

*Top right: An overall view of White Pass and Kicking Horse Point. The effectiveness of the scenery has been enhanced by the careful use of real rocks.*

*Below right: #14 switches the spurs at Falls Creek.*

### **Locomotives and rolling stock**

I have quite a collection of steam locomotives which have been repainted and lettered for the Leigh Creek Lumber Company. All have also been weathered. There are rod locos - tank, tender and Mallet types - as well as examples of the Shay, Climax, and Heisler geared designs so characteristic of logging lines.

I am still collecting the many log cars and cabooses which will go to make up the trains on the line.

Logging railroads offer a great variety of modelling possibilities if you like to spend time scratchbuilding, and I am looking forward to building many individual and interesting pieces of specialised equipment.

### **Future development**

The scenery on the White Pass and Falls Creek areas of the layout is now largely complete. Construction, tracklaying, and wiring are well under way on the logging and camp areas on the opposite side of the room, with the scenic treatment and detailing soon to follow. The scenes showing the sawmill at Leigh Creek and the waterfront at Shoalhaven are planned for future development, as time and energy permits.









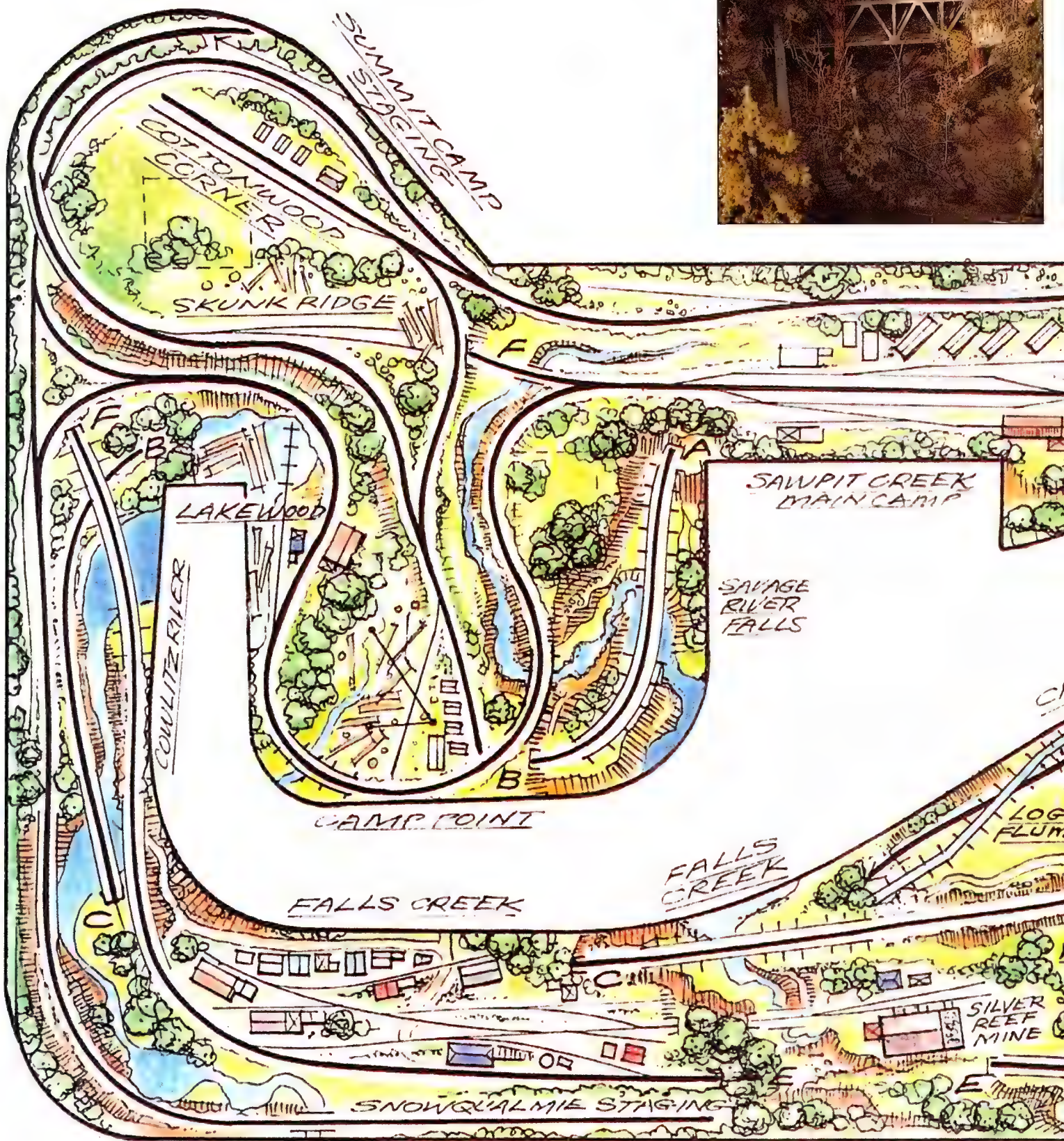
# Plan of the month

## LEIGH CREEK LUMBER CO.

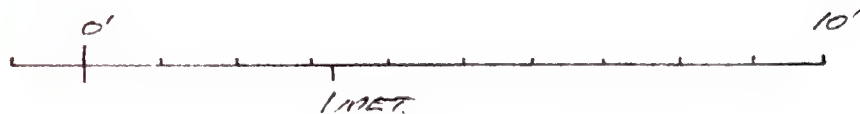
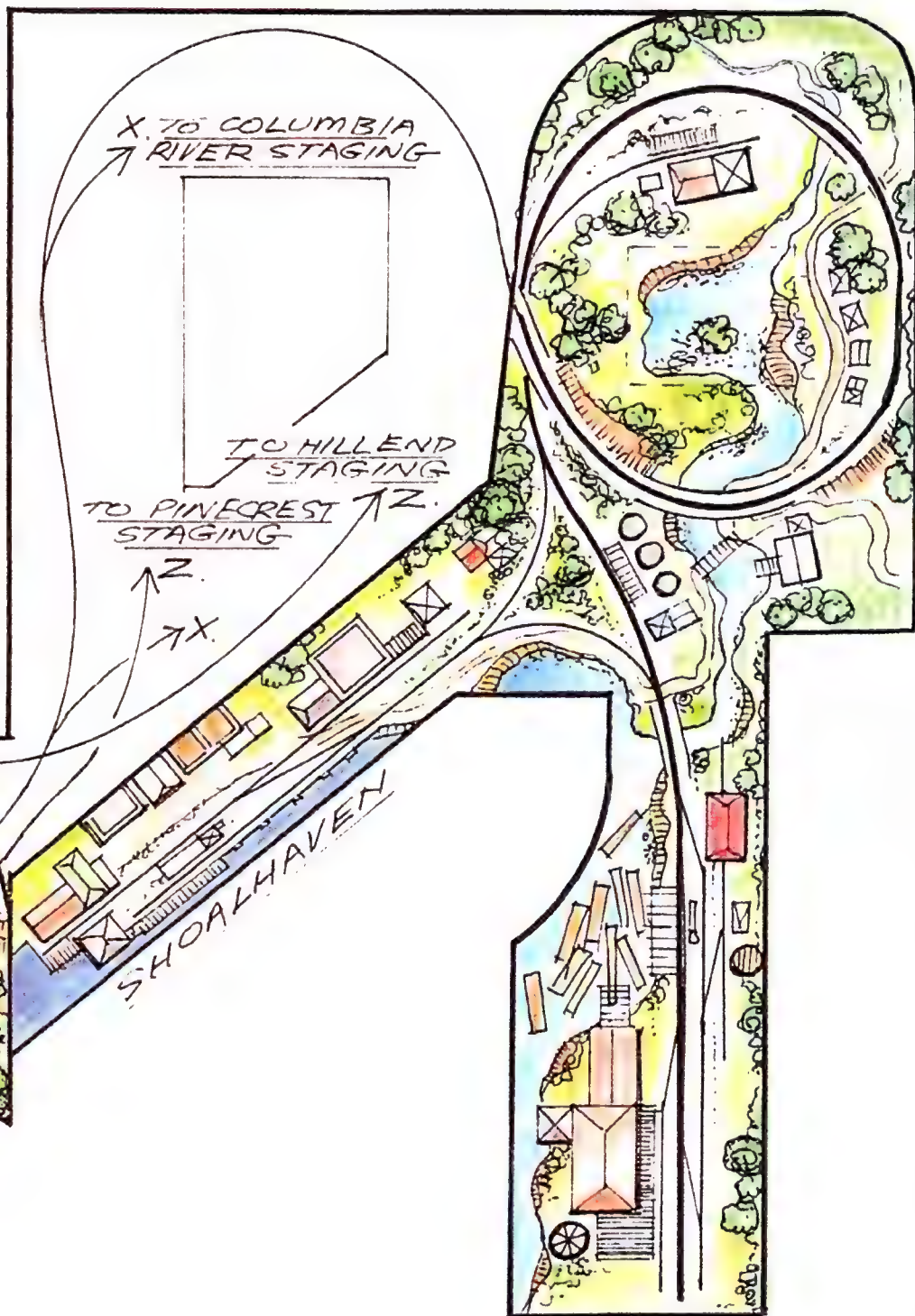
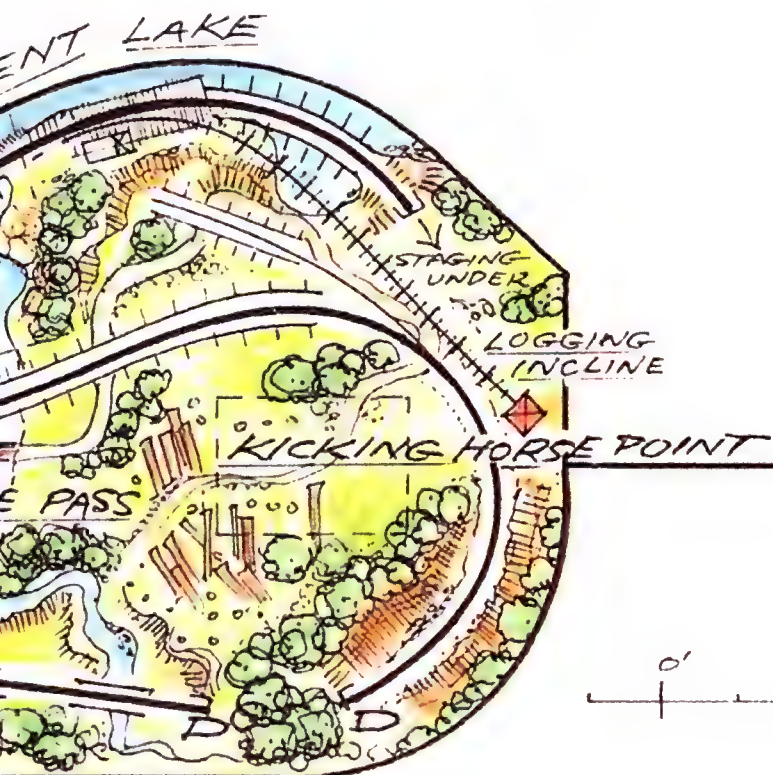
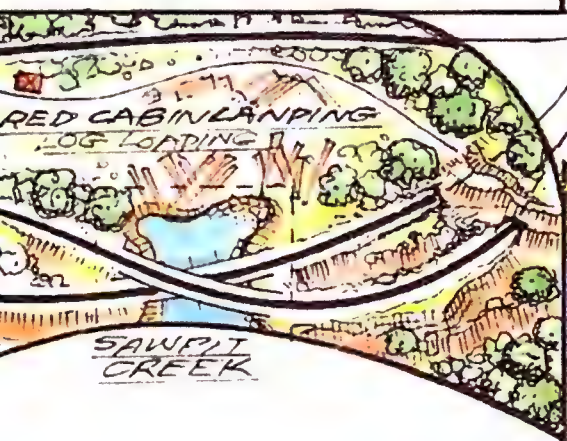
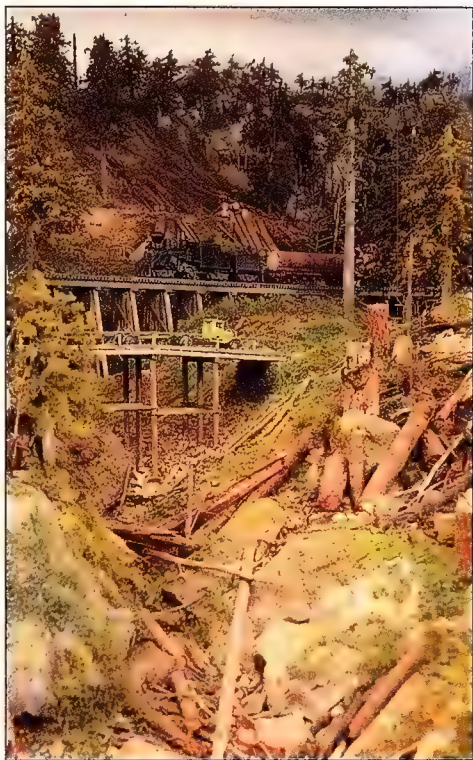
LOGGING IN THE PACIFIC NORTHWEST U.S.A.

Right: The home-made work car of the White Pass & Cowlitz RR, a predecessor of the Leigh Creek.

Far right: Climax #5 switches some loaded cars at Kicking Horse Point.









# THE SABOR LINE

W. J. K. Davies

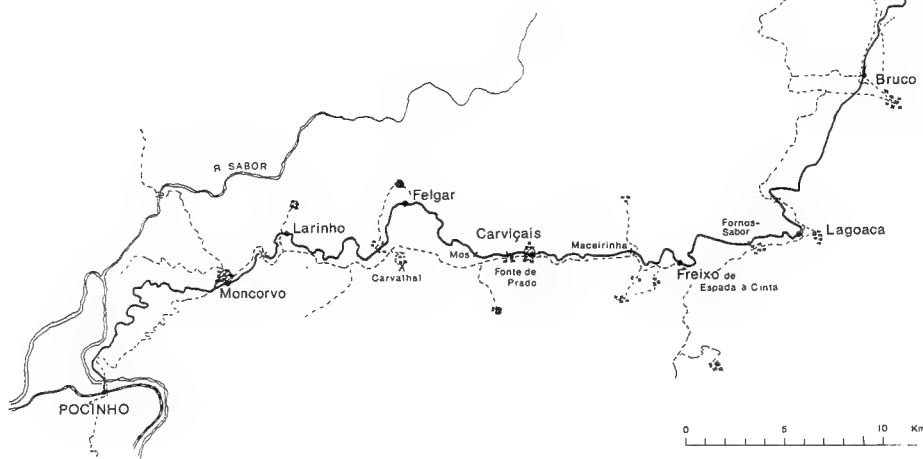
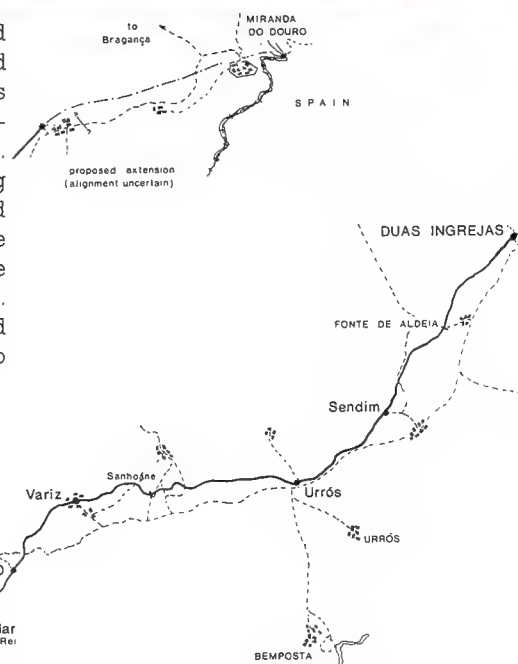
The Caminhos de Ferro do Estado — 4

*The fourth part of this series describes the route of this state-owned metre gauge line in the Minho and Douro provinces in northern Portugal.*

Like the Tua and Tamega lines, the Sabor started from a junction which was there for that purpose alone. Even now, Pocinho is no more than a hamlet but its station is large and impressive with all public facilities lining the southern side. It served as railhead for a wide district and also as transshipment point for the Rebordeio iron ore mines, having an extensive goods yard in which the narrow gauge was entangled. It was clearly envisaged originally that Pocinho should be more or less self-contained for maintenance purposes, since a substantial works compound with associated housing was planned in the fork of the narrow gauge junction. A large quadrangle of land was enclosed by full-height stone walls pierced by tall window openings but in practice the site appears never to have been completed. Instead, at the western end, four half-length bays were roofed and partitioned to provide a dual gauge locomotive shed and an open-fronted carriage shelter alongside. A series of gables at the northern end suggested that it was intended to use this portion as a workshop but up to about 1970 they remained derelict and unroofed. Surprisingly, almost at the eleventh hour, some modernisation did take place, the sheds being provided with doors, the carriage shelter converted to a railcar maintenance shop and the whole northern side being given a pitched roof covering three tracks.



Sabor line passenger facilities consisted simply of an uncovered platform face and from it the line swung sharply north to cross the Douro by an elaborate two-decker girder bridge — rail above and road below. Thence it climbed round the bluff, dividing Douro and Sabor at their confluence and chased the contours up the south bank of the Sabor before turning away east to Torre de Moncorvo, its first contact with civilisation. This section was a long one and there is said at one time to have been a long passing loop en route but the writer never noted it.



Above: Pocinho sheds, as modernised in 1970. Photograph: author.

Opposite page, from top: 2-4-6-0T Mallet E201 (Henschel, 1911) ambles past Larinho with the 06:32 Mogadouro-Pocinho, 27 March 1978 (Photograph: J M Tolson, via Frank Hornby); Vilar do Rey displays its "phase three" architectural details (author); the "otherwise featureless" Carvalhal (author); and a view over the running roads at Pochinho shed, with E201/E54/E181/E41 the visible locomotives on 27 March 1978 (J M Tolson, via Frank Hornby).



From Torre the line more or less paralleled the main valley road east, through Carvicais, its first terminus and the end, architecturally speaking, of the first phase (reached on 17 September 1911). En route it just missed the villages of Larinho and Felgar — although they had stations — and connected with a ropeway from the iron mines at its nearest point, an otherwise featureless spot named Carvalhal. Here there was a large yard with overhead hoppers for ore transshipment. Carvicais itself was a comparatively normal single storey station, with an extra loop and a turning wye which was put in about 1926.

The next section on from here, to Lagoaca, was not opened until 6 June 1927 but the infrastructure appears to have been built in the immediate post-war years. Its stations were unique on the Estado lines in having an intermediate style of architecture, neat and unembellished but with considerable use of gabbling in the roof space. The main intermediate one, Freixo de Espada a Cinta, was some 14km from its name village, a record even for this line which did tend to avoid centres of population in its contour-chasing progress through the bare, rolling uplands. The Sabor has been left far to the west and the railway, from this point, was much nearer the precipitous gorge of the upper Douro which it largely paralleled although it stayed behind the crest, on the rolling plain.

Bruco, the next station on from Lagoaca, was in the same style and about the same distance from its village but, wonder of wonders, Vilar do Rey was virtually in that hamlet (one wonders which came first). It was also the first of the "third phase" stations in the decorated style common to the upper reaches of the Tamega and Corgo lines, a one storey station house characteristic of this line with staff bungalows attached; the general remoteness meant that all staff accommodation had to be self-contained and regular water trains had to be run to supply the occupants. And so the line wound its way into the principal intermediate station of Mogadouro, reached on 1 June 1930, and terminus for eight years. The map is more honest than the railway company, clearly



marking the location as "estacao de Mogadouro"— a small railway colony sprang up here — and placing it some five km from the town. As befitted a major station it had a tall station house with large goods shed, a water tower, a shelter and a turning wye.

The last section straightened out over the upland plain, first heading east and then, from Urros on, paralleling the old Roman road where that breaks away from the modern one which goes through the villages of

Sendim and Fonte de Aldeia — whose stations were naturally at some distance. It ended abruptly at, or just outside, the large village of Duas Igrejas (Two Churches) with a big station (since this would have been railhead for Miranda do Douro in any case) but with a layout clearly intended for future extension. The projected line north-west to Vimioso would have been hard to build, particularly at its far end, so it is no surprise, given the date, that nothing was done.







# MODULAR MODELLING, FRENCH STYLE

A club layout in HO based on SNCF practice

**Christian Toursel**

*The members of Rail Modélisme Coudekerquois, the model railway club in Coudekerque in northern France, have built a modular HO scale layout designed to be assembled in alternative configurations for exhibition running.*



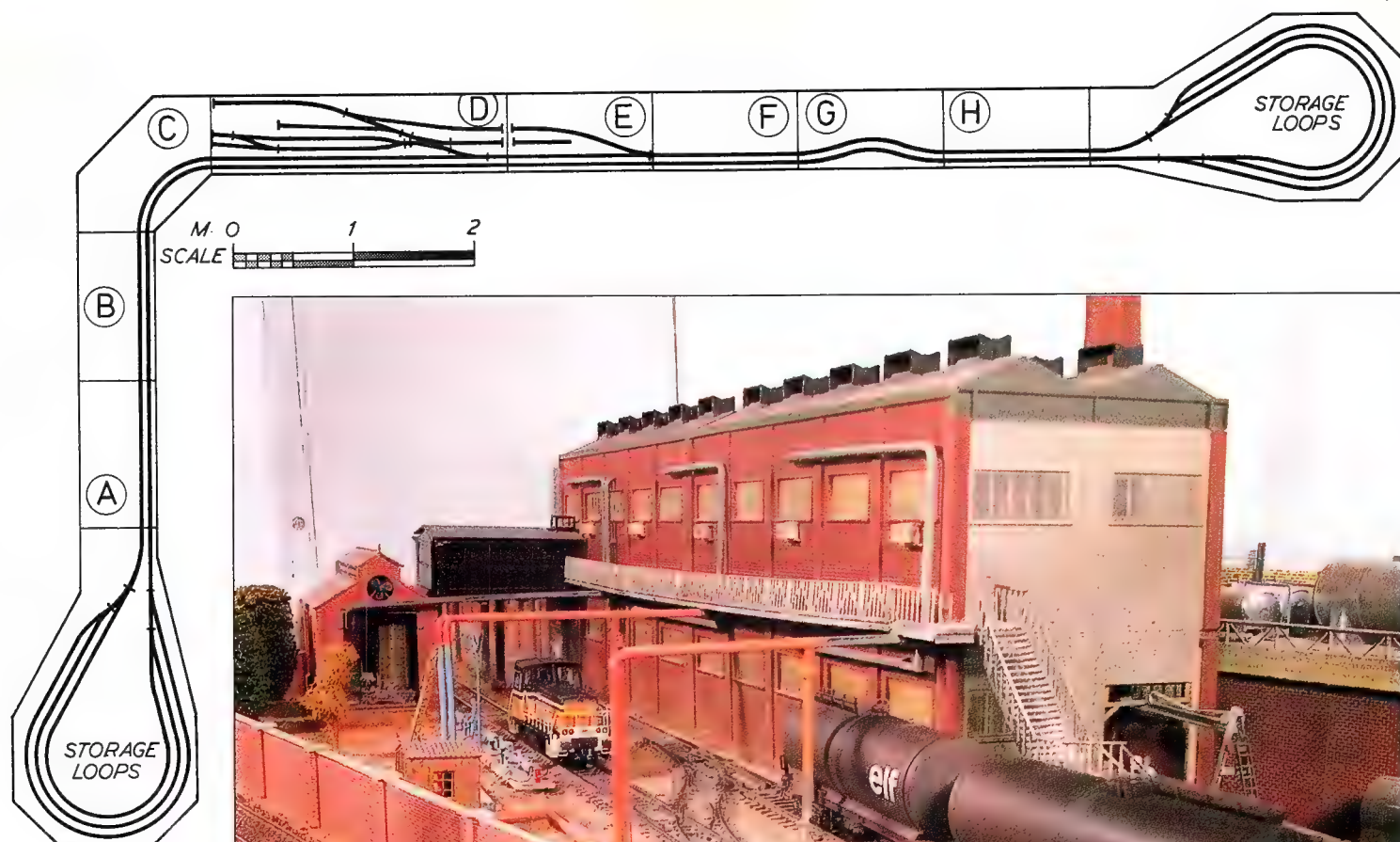
The layout is made up of modules to the standards laid down by the Fédération Française de Modélisme Ferroviaire (FFMF). All the modules have a standard end profile and share a common scenic background which represents a sky with light clouds.

The contoured scenery is formed conventionally on a base of slabs of polystyrene foam, as used for insulation. The layout features a number of detailed scenes, including an outpost of the SNCF maintenance depart-

**Top:** the SNCF track and buildings maintenance department has a short siding to allow work trains access to the stores of rail, sleepers, and ballast. The two old wagons stand on a now disconnected length of track. The A1AA1A 62000 in the yard was built from a Carpena kit, whilst the BB 67400 on the main line is a detailed Jouef model. The train is made up of weathered Jouef tank wagons.

**Left:** a 14100 (by Lima) on a freight train approaches the tunnel. The tunnel mouth and retaining walls, along with the section hut, were specially built by club members. The first vehicle is a super-detailed model that is not commercially available of a wagon used by the nuclear electricity authority for the transport of radioactive material.





ment for track and buildings which is depicted across two of the modules.

There is an oil depot, on a module of double length (2.44m), representing a factory constructed in 1925 and modernised in 1960, which produces oils and lubricants for industrial purposes. All the buildings were specially created by club members, either scratchbuilt in card and paper, or modified from plastic kits. The surrounding wall is also from card, and the lamps and trees are also of our own construction.

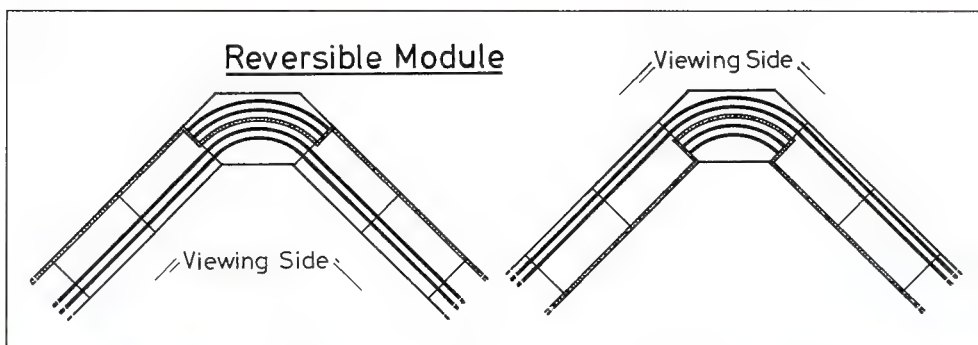
**Above: the main factory building. The chimney is fitted with a very effective Pola smoke unit. Under the water reservoir which spans the sidings a mirror has been carefully installed to create the illusion that the tracks continue.**

**Right: a rake of TCR Nord — Pas de Calais stock disappears into the tunnel. These Lima coaches have been modified, with interiors fitted, and repainted and relettered. The concrete tunnel portal was specially made for this location by club members, as were the level crossing gates and the working warning lights.**

Photographs by the Peco Studio







The tunnel occupies a special module on which the tracks turn through 90°. The module is reversible: the double track is duplicated and there is scenic treatment on each side of the sky backscene. This allows us to assemble the layout in two different ways, as shown in the diagram.

Another favourite scene is the tennis club, with other recreational facilities and a car park.

The layout offers running facilities for locos and stock provided by club members. Electric locos are run although catenary has not yet been installed.

Operation of the layout is assisted by an electronic block device (which we built ourselves) which automatically controls the sections.

*Left: the tennis courts are modelled exactly to HO scale, with mesh fencing made from very fine lace net painted green, and buildings scratchbuilt of card. The whole scene was made by junior members of the club. Passing the tennis club is a Lima 14100 on a train of wagons used by the nuclear electricity authority for the transport of radioactive material.*

*Below: the SNCF track and buildings maintenance department storage area — level crossing gates, point levers, motors for mechanical signals, cable drums, concrete cable ducting, gas bottles, etc., are carefully stacked inside a fenced enclosure. On the hill above, a family enjoys a picnic, as a BB 16500 passes.*







*Above: a closer look at the oil loading installations for both road and rail vehicles.*

*Right: the SNCF track and buildings maintenance department office building and workshop, behind which one can make out some signal indicator boards. The telegraph poles are stored in accordance with the SNCF regulations of 1947.*



*Below: the entrance to the oil depot, with the caretaker's lodgings and office buildings in the background. A Y 8000 shunter (by Roco) shunts weathered Jouef tank wagons in the sidings.*





# The Péchot System

Sarah Wright

## 1. The historical background

*An account of the narrow gauge railways employed by the French military.*

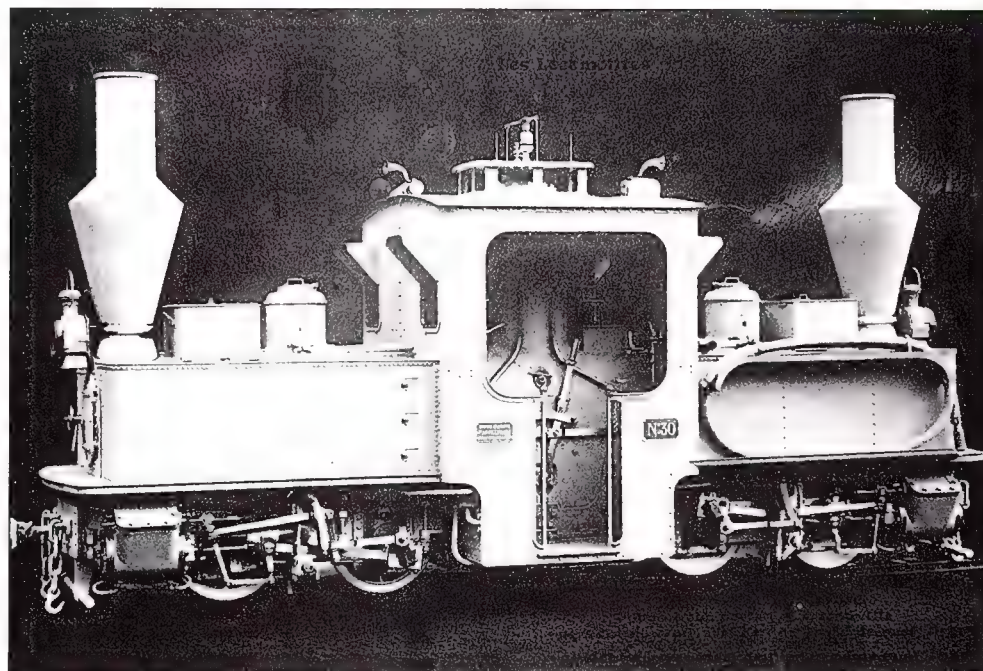
This series celebrates a railway system which once totalled more than five thousand kilometres in several different networks, yet has vanished almost completely; this was inevitable because it was designed to be temporary and portable. There are, however, fascinating remnants, inspiring to the railway modeller and historian alike.

The first instalment gives a brief history of the system. Further articles will examine the rolling stock used to surmount the problems of trying to move a heavy load over a lightly constructed trackbed. Finally we will explore the possibilities for the narrow gauge modeller.

The precursor of the Péchot system could be said to be the Festiniog Railway in North Wales, where Spooner had demonstrated that an articulated steam engine was viable with heavy loads on a two foot gauge railway.

But it fell to the French to make full use of these ideas. Among the defenders of Paris during the Franco-Prussian War were Prosper Péchot, then a student at the prestigious École Polytechnique, and a young agricultural engineer called Paul Decauville. The ardours of the siege of Paris ended with humiliating surrender to the Prussian forces, just before their artillery ran out of ammunition!

Péchot returned to his studies while Decauville went back to the family farm at Evry on the river Seine. He and his father, Armand, were already experimenting with British innovations such as the Fowler steam traction engine. They had made a lot of money providing Paris with stone quarried on their land when in 1875 they were faced



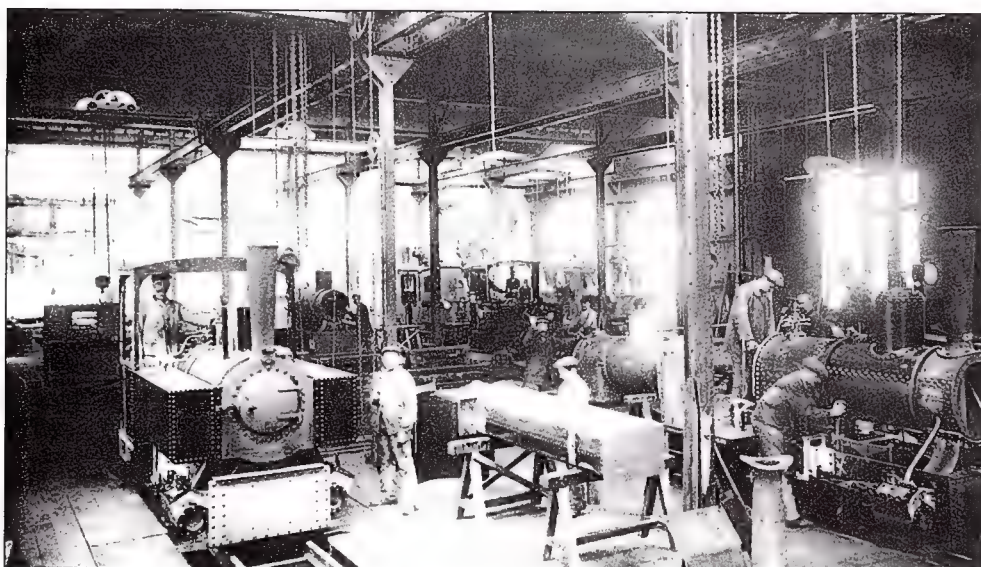
by a relatively minor loss. Heavy rain meant that they could not harvest their sugar beet crop. Horse drawn carts and even wheelbarrows sank up to their axles in mud. Paul Decauville realised that a section of rail would, like a ladder on ice, spread the weight. Railborne barrows could then transport the sugar beet. Fortunately, the family farm had a well-equipped workshop to make this, the first truly portable railway, and by the end of November, 9000 metric tonnes of beet were safely gathered in.

That winter, Decauville developed the system further. It was, by later standards, a

very light railway. The portable sections of rail were of 40cm gauge and weighed 40 kilos. The miniature "waggonnets" — a sort of wheelbarrow on rails — enabled a single man to push a load of 100 kilos over the most unpromising mud.

By 1876, the Decauville Company were selling their portable railway to other farmers. It was a great success. By 1889, their workforce had leapt from 45 to 900. Not only farmers bought, but quarries, railways, industry, anywhere that needed to transport bulky loads efficiently but did not want the expense of a permanent way.

Paul Decauville experimented with heavier gauges, and with steam engines, but it was his friend Péchot who united the idea of portability with Spooner's engineering achievements.



**Top: the narrow gauge articulated loco that will always be associated with the name of Péchot, designed with colleague Bourdon for use by the Artillery.**

**Left: the locomotive assembly shop at the Decauville works.**  
(Archive photos from the collection of Raymond Duton.)

**Right: two they made earlier — 0-4-0T and 0-6-0T preserved at Froissy.**  
Photo: M. W. Wright.



In 1882, when a Captain in the Artillery, P  chot presented the Minister for War with a Memorandum. This described how to recapture the stronghold of Metz, part of the territory ceded to the Prussians in 1871. P  chot had made a daring visit to enemy soil in order to make his report. (He had also visited the more friendly terrain of the Festiniog Railway!) The Memorandum, no doubt heavily influenced by P  chot's memories of the siege of Paris, contained the germs of the 60 centimetre gauge system as it was later to be realised. The enemy stronghold was to be attacked by an army which was supplied by temporary track, at once light and simple to lay, but also capable of carrying heavy guns, ammunition and supplies in the quantities required.

The track was to be prefabricated in metal in standard lengths of 5 metres, that is, light enough to be easily handled. (At 167kg a length could be lifted by four men). The rail itself (9.5kg per metre) could support a maximum axle loading of 3.5 tonnes. But using the principle of axle multiplication, the dwarf railway could carry loads of up to 48 tonnes. Thus artillery guns plus a large volume of ammunition and supplies could be carried with relative ease. At that time, unless a main line railway ran close by, the only alternative transport would be by horse and cart, in staggering numbers, to meet the needs of a besieging army.

This innovative system was firmly based on the design of Decauville portable track, with refinements. The "closed sleeper" ensured that ballast remained firmly under the track instead of being ejected by the weight of passing rail traffic. "Axle multiplication" was made practicable by a device to link bogies of two, three, or even four axles together so that the required weights could be carried while at the same time tight curves could be negotiated. Two completely different kinds of point were developed.

Decauville and P  chot were close friends, and it is difficult to attribute credit precisely for every innovation. Patents were granted in the name of P  chot; Decauville was later to contest them though he and P  chot remained personal friends. But they both realised the potential of the system and they united in trying to persuade the Army to adopt it.



The defence of the new French frontier was entrusted to military fortifications, most famous of which were the "places fortes" of Eastern France: Verdun, Toul, Epinal and Belfort. These were built in stone and concrete according to the best military practice of the day. In 1880, Alfred Noble introduced gelignite, obliging a rethink of the role of the forts. Artillery would now have to be mobile, without losing any of its efficiency. The new system, argued P  chot, promised all this. The Artillery, however, would have preferred rail of 50cm gauge or less to negotiate the awkward corners of the buildings inside the forts more easily. The Engineers, on the other hand, preferred metre or possibly 75cm gauge. Their reasoning was understandable. In 1880, the Loi Migneret (basically a Light Railway Act) had been modified to authorise three gauges for light railways in France - normal, metre and 75cm gauge. It made strategic sense to harmonise with existing standards. Some engineers also looked at the Austrian experience. Topical then as now, the unfortunate land of Bosnia had been successfully invaded using 76cm light railways. Critics could also point to the 60cm line built with Decauville track from Sousse to Kairouan in Tunisia. As an indignant journalist pointed out, it took three days to move wounded soldiers seventy kilometres. Their sufferings were compounded by the dreadful jolting that they received in their crude horse-drawn wagons. The press constantly reminded the French people of the shortcomings of the Decauville system; the public as well as the military would have to be won over.

But P  chot was not discouraged. He felt that the faults exposed by the Tunisian experience had been rectified: by improvements in suspension, by introducing steam power, but most of all by the improved sleeper. But he first persuaded brother officers of the Artillery that 60cm was the narrowest practical gauge for military transport. From 1882 onwards, trials were arranged at Toul and elsewhere. Perhaps the trials would not have taken place had not Decauville agreed to lend to the Army free of charge all the rail, rolling stock, and engines necessary.

In 1887, Decauville was giving the system successful publicity at the Paris Agricultural Show. A tiny railway reminded the public that such track had been used in campaigns in Tunisia, Turkestan and also in the British empire. At the same time, the army gave the P  chot system official credibility by claiming the innovations for itself, although Decauville went to law over the patent for one of the point designs and won the case.

P  chot's superiors must have been impressed too by the force of his character, and also, no doubt, by successful examples of 2' gauge such as the Festiniog and the Darjeeling Himalaya. The Engineers, ironically, probably provided another important argument. Unlike P  chot's meticulous studies, their counter-proposals tended to be impromptu sketches.

On the 8th of May 1888, the Minister of War himself came to Toul, and on July 8th of that year, 60cm was adopted as the official gauge for the railways of the four major "places fortes". By the end of the year, no less than 502km of line had been laid!

Captain P  chot was decorated for his services and he had the satisfaction of seeing 60cm adopted as an official gauge for civilian light railways; 75cm was abandoned. Between 1888 and 1914, the system was consolidated. The "porteur Decauville" was a well-loved feature of the Great Paris Exhibition of 1889. Civilian 60cm gauge systems were built in parts of France too rugged and sparsely populated to support main lines. In 1894, the Prussian army paid P  chot the supreme compliment: they adopted the 60cm gauge for their light railways. The Japanese used a system based on the P  chot in their successful siege of Russian-held Port Arthur.

By 1898, Paul Decauville had retired from active management of his company. It was still in its golden period, with substantial achievements and innovations to come. It was also profitable! Colonel P  chot retired in 1908 and was made Commander of the Legion of Honour. To the end of his career, he was working on operating procedures, safety and training. He was mobilised briefly in 1914 as Director of Personnel Training.

### 60cm in North West Africa

In 1830, the French began their long association with Algeria. The first railway was being built in Algeria in 1858 and a network of main line and metre gauge railways was built up. In 1881, they occupied Tunis. Decauville 60cm trackage was introduced to Tunisia soon after the French occupation began, but, as the critics of P  chot pointed out, the line proved too light for military use.

France and Spain agreed on a joint occupation of Morocco in 1905. Britain and Italy were consulted, but the Germans were not, nor, for that matter, were the Moroccans! For political reasons, light railways were preferred over standard gauge in the early years. By 1911, the year before France established a formal protectorate over the region, there was already a 1.055m gauge railway from Algiers to Oudja, just inside the Moroccan border. In the same year at Casablanca, the extensive 60cm gauge network was begun. At its peak, masterminded by General Lyautey, the network was to extend to 1700km, and after 1916 it was also used for civilian and commercial transport. At first, much of the track and rolling stock was supplied by the Decauville company from their standard catalogue. The problems posed by the length of the lines and by the rugged terrain were great. Speed and power were required, as not envisaged previously. Innovative locomotive design was necessary, and there was feedback to Europe as the 60cm system grew up there to supply the trenches of the First World War.



Narrow gauge was not to last for ever in North Africa. Although ingenious, the locomotives would not deliver enough of their power on light track lightly laid. Road transport was improving and could provide even more flexibility than the lightest of railways. It therefore made sense to upgrade the heavily used lines and rely for the rest more on roads. In 1920, only nine years after the first 60cm railway was laid, the Chemins de Fer du Maroc was formed, with the object of replacing 60cm with standard gauge, a process which had been delayed by the Great War. As sections were upgraded to standard gauge, new narrow gauge lines could be laid with salvaged equipment, and the last 60cm line was built as late as 1931. However, by 1935 the gauge was practically extinct although short lines survived and the last 60cm steam engine was still running in 1970 near the port of Mellila.

### South West Africa

In 1894, the Prussian Army adopted 60cm gauge for their military railways. In 1897, the first 60cm gauge military railway was begun in their new colony of German South West Africa (Namibia). The railway followed the track of the wagon road between Swakopmund on the coast and Windhoek the capital. There were some spectacular gradients, notably the 1 in 19 eastward climb out of the Khan River gorge. In 1907, this vital route was handed over to civilian control.

A separate line, also of 60cm gauge, was built from Swakopmund to Tsumeb, though the ruling gradients were kept to a more commercial 1 in 66. In 1910, part of the original Windhoek line was re-routed to take advantage of this better engineered railway. Surplus track and stock were sold to service the lines around the diamond fields of Luderitz.

At their peak, these networks totalled more than 1000 kilometres, almost as extensive as those of French Morocco. The Prussians learned valuable lessons about narrow gauge transport, and it was here that the classic Feldbahn 0-8-0T locomotive design was developed.



German army brigadelok preserved and recently restored to working order. Photo: Raymond Duton.

### Acknowledgements

This series could not have been written without the help of Jacques Pradayrol, a French specialist on the subject. Since 1979, he has written and edited a series of articles for *Voie Etroite*, a French magazine catering for narrow gauge enthusiasts. Back numbers can be ordered and the following may be of particular interest:

- No.75 (18F) Lectures delivered by Péchot in 1903
- No.76 (18F) Part 2 of Péchot's lectures
- No.77 (20F) Biography of Péchot
- No.78 (20F) The Péchot-Bourdon locomotive
- No.79 (25F) Toul, where the system was developed
- No.80 (23F) Epinal and Belfort, two other "places fortes"
- No.81 (23F) Epinal concluded  
Wagons of interest  
Locomotives for Moroccan narrow gauge
- No.82 (23F) The Crochat locomotive
- No.83 (25F) Schneider and MacEwan Pratt locomotives.  
The Péchot loco preserved at Dresden
- No.84 (25F) More rolling stock  
Railborne cranes  
The Baldwin petrol mechanical loco
- No.85 (30F) Verdun
- No.HS (35F) The battle of the Somme, 1916
- No.106 (30F) Plans of the Péchot-Bourdon locomotive
- No.128 (35F) Rail-mounted guns

The figure in brackets is the price per issue, in French francs. Add 20F for postage. The magazines can be paid for by International Postal Order. It would also be worth asking for the "Index des articles publiés dans *Voie Etroite* 1979-92" for other articles of interest. The address is: APPEVA, B.P.106, 80001 Amiens Cedex, France.

### Further reading

For good maps and historical background:  
THE PENGUIN ATLAS OF MODERN EUROPEAN HISTORY (1815-1989)  
by Colin McIvedy  
SKETCH MAPS OF THE FIRST WORLD WAR  
by Arthur Banks

### Periodicals

NARROW GAUGE AND INDUSTRIAL RAILWAY MODELLING REVIEW

RAM Productions, P.O.Box 134, Middlesex, HA5 3YN.

See Issue 3 (Péchet loco) and Issue 13 (Paul Decauville)

THE INDUSTRIAL RAILWAY RECORD  
Industrial Railway Society c/o S.C.Robinson, 47, Waverley Gardens, London NW10 7EE. See particularly Issues 65 (0-6-0 Decauville side tank for War Ministry); 80 & 84 (Decauville 0-6-6-0 for Morocco).

DECAUVILLE STEAM LOCOMOTIVES  
IRS handbook by Keith Clingan and J.G.Lanham might be of interest

CHEMINS DE FER REGIONAUX ET URBAINS

FACS, 134, rue de Rennes, 75006, Paris.

See particularly Issue 115 (Moroccan 0-6-6-0 plus tender)

THE WESTERN FRONT ASSOCIATION  
c/o Paul Cobb, 50, Wealden Way, Tilehurst, Berkshire, RG3 6DA.

A regular bulletin, plus meetings in U.K., and battlefield tours.

### Books

LA VOIE DE 60 ET LES CHEMINS DE FER MILITAIRES (1991)

AMTP, 7, rue Lacuee, 75012, Paris

LA VOIE DE SOIXANTE SUR LES FRONTS FRANCAIS DE LA GUERRE DE 14-18

Dr Christian Cénac

Available from the author at 23, rue des Martyrs de la Liberation, 31400, Toulouse, France

DECAUVILLE — CE NOM QUI FIT LE TOUR DU MONDE

Roger Bailly

Éditions Amatteis, 77350, Le Mee sur Seine, France

LIGHT RAILWAYS OF THE FIRST WORLD WAR

W.J.K.Davies

David and Charles (out of print)

NARROW GAUGE AT WAR

Keith Taylorson

Plateway Press

THE ASHOVER LIGHT RAILWAY

Robert Gratton and Stuart L. Band

Wild Swan Publications

The history of an English mineral quarry line constructed in the early twenties using mainly war surplus stock

NARROW GAUGE TO NO MAN'S LAND

Richard Dunn

Benchmark Publications P.O.Box 26, Los Altos, California, 94023, U.S.A.

U.S. Army 60cm gauge railways of the First World War in France

NAMIB NARROW GAUGE and TWENTY FOUR INCHES APART

Sydney M.Moir

Oakwood Press/Janus Publishing (both out of print) South African narrow gauge

Most of the books published overseas can be obtained from specialist bookshops in this country e.g. Camden Miniature Steam Services or Motor Books.





**Peter Weldon**

# NORPORT

A train ferry terminal in HO scale

*A preliminary look at a busy quayside railway scene that is still evolving in model form just like its real life counterparts.*

Norport is a small northern European ferry port. Nearby, the major town of Hinder is on a main German rail route. Although not particularly well known, Hinder can be found on most good maps.

The Norport Line ferry company began here but, as it has grown, the headquarters for its operations has moved to the larger Danish port which it originally was set up to serve. The train ferry *Harald* still calls twice a day, however, providing a short cut for Dutch and French railways' through services as there is a single line branch from across the Dutch border. Postal services especially find the direct link advantageous and their long-term contracts keep the future of this small international ferry service secure.

**Above:** the Norport Line's *Harald* prepares to unload a DR diesel set as a TEE unit awaits embarkation.

**Right:** a short while later, the set passes the loco yards on its way back to Germany.

Photographs by the author.







Indeed, Norport Line has found a distinct marketing advantage by adapting its trading name to the languages of its major customers, hence the large NorLine, NorLigne, NorLinje and NorLinie logos which adorn each side of *Harald*.

With Hinder being so close, the German railway services are quite extensive, with long-distance passenger traffic being predominantly electric locomotive hauled carriage stock or diesel multiple units, which even include through trains of the Trans-Europ-Express type. Overnight services have sleeping car connections with most European countries. Local passenger services are mainly provided by multiple units or railcars, both diesel and electric. Some of the dmu cross on the ferry but most of the traffic is passenger stock or freight wagons. Danish railways actually have the contract for the rail operations and therefore keep a couple of diesel locomotives at Norport for shunting the rolling stock across the linkspan. The locomotives themselves are too heavy to travel on the ferry and indeed there must always be buffer stock between the shunting locomotive and the train for the ferry so that the locomotive does not encroach onto the linkspan. On long distance passenger services the dining car is often used for this as there is no need for such vehicles beyond Norport. One of the dmu services which cross on the ferry is in fact shared between the German and Danish operators, so Danish multiple units can also be seen.

*Harald*, like many such vessels, has suffered a few bumps and grazes during her life, and she has been modernised a couple of times. It is some time since she had a new coat of paint and that was not a very good







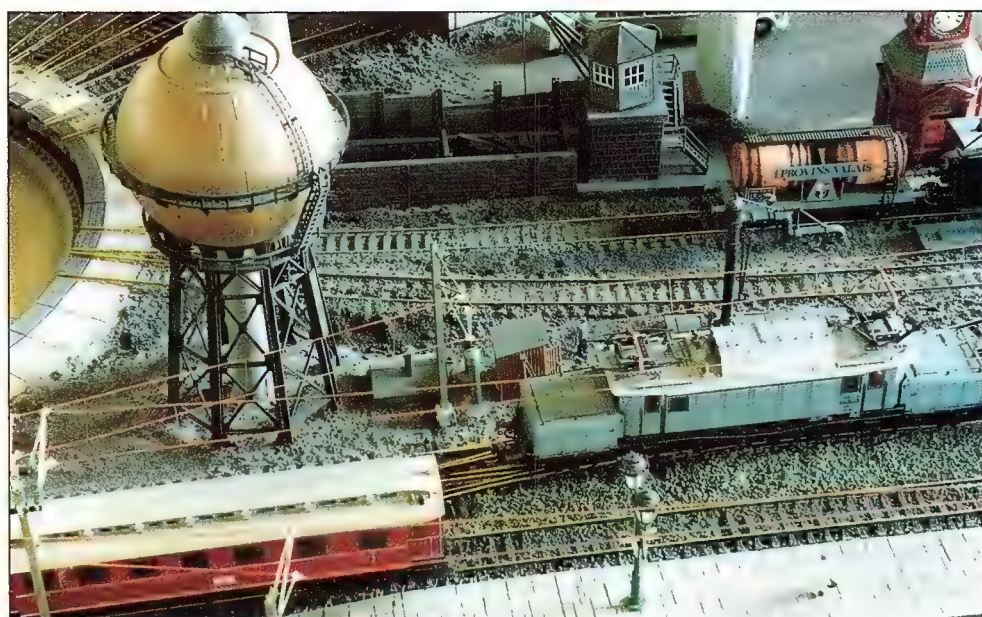
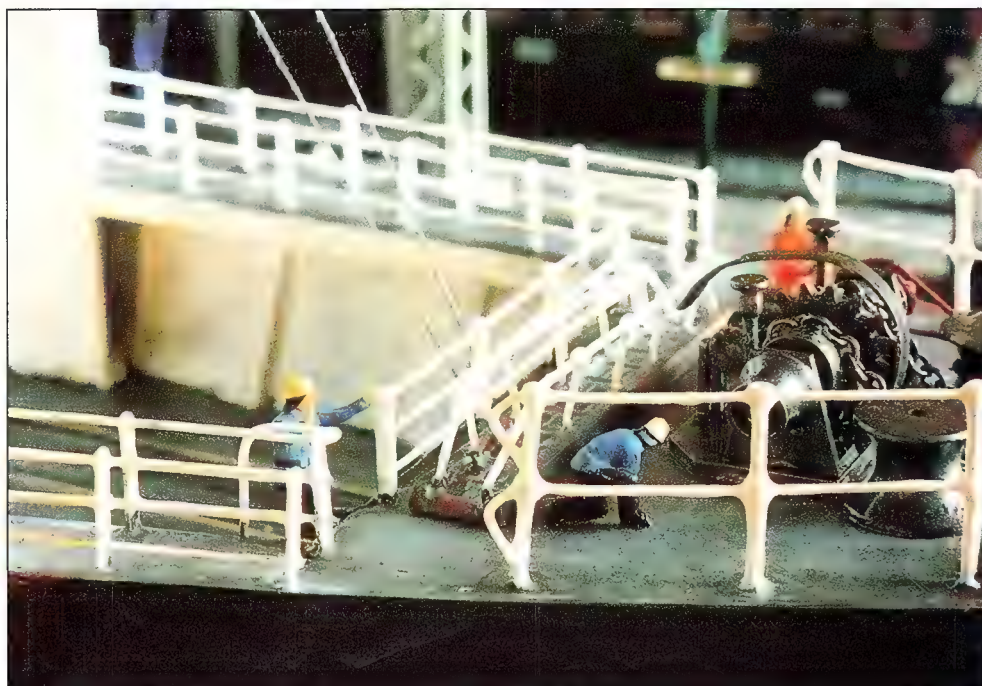
job anyway! The railway stock, however, seems to have been very well looked after and some items have lasted very much longer than would have been expected. There is therefore an unusually broad mixture of locomotives and rolling stock, originally built in various eras, to be seen. A locomotive shed (owing something to French style), turntable and the basic facilities for steam traction can be found as some steam locomotives still visit, regarded more as cared-for reminders of the past than everyday workhorses. The photographs, which were taken some time ago (just as the overhead wiring was being renewed; weathering had not yet had a chance to occur), show this variety to some extent.

Although the double track German line is electrified, the branch from the border is not, but work is under way to modernise the route. This will, no doubt, bring an even broader range of stock to Norport as through electric services will have direct access from many more major centres. However, this will require a lot of alterations at the port in order to provide an efficient rail layout with a section that can be electrified at either 15kv ac or 1500v dc to serve both systems. Advantage of the change is therefore being taken to re-build the ferry port so that less shunting is required and ships can take better advantage of the local currents and tides. It will probably take a few years before all the new construction is complete.

**Opposite page: the multi-national Norport Line services are reflected in the company's names; at Norport station a Flying Hamburger set ticks over prior to departure.**

**Top: a "cared-for reminder", in the shape of a Prussian G8 2-8-0, arrives at Norport.**

**Right: the spread of electrification will be good news for the E94 Co-Co, and bad news for the coal and water facilities at Norport.**





# THE 'OPPELN' VANS

Benno Wiesmüller  
and E. U. Reichelt

European rolling stock — 6

Welding was first introduced in Germany for the construction of freight wagons in 1934; previously rivetting had been principally used. The first type of wagons to be built which made extensive use of welding were 4-wheel covered vans, of 10.8m length on a 7m wheelbase. Between 1934 and 1937 almost 1,700 of these wagons were built. All had a brake cabin. Under the place name system of wagon classification, they were initially coded 'Dresden' (signifying a long enclosed van) but this was later changed to 'Oppeln' (enclosed van, welded, 90km/h).

This category also included a 6m wheelbase welded van which was derived from an earlier 4.5m wheelbase version. Between 1937 and 1945, some 28,000 were built. Just under a quarter of them had a brake cabin, making the overall length 9.8m. The others without the cabin were 9.1m long. With both designs, the side panels incorporated one ventilator and one shutter, plus a door 1.5m wide.

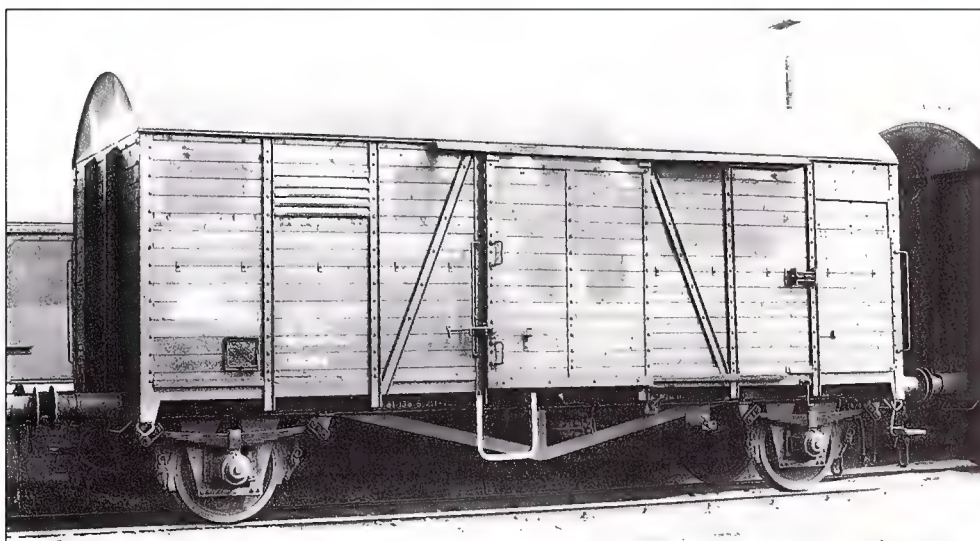
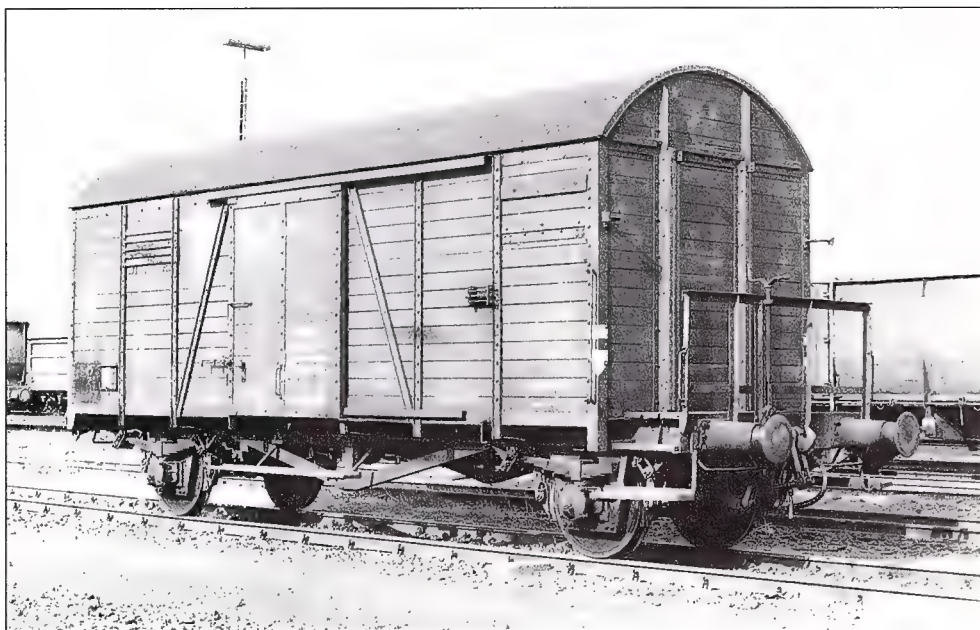
As a result of World War 2, this type of wagon could be found in many European countries — Norway, Holland, Luxembourg, Czechoslovakia, Austria, Yugoslavia, and Poland.

In 1951 the Deutsche Bundesbahn introduced a new classification system. The Gehs/Ghs 'Oppeln' vans of 6m wheelbase became Gms 30, numbered in the 220000 to 229999 range. The 7m wheelbase Ghsu version became Ghs 31, with numbers between 155000 and 159999. In the 1950s many of these vehicles came into the European wagon pool, and around this time the brake cabin was removed from most of the wagons that had it: it was cheaper to maintain an open handbrake platform than the cabin. Some examples of both Gms 30 and Ghs 31 were equipped with new ventilators and shutters.

During the 1950s the Deutsche Reichsbahn in East Germany built a simple version of these standard vans.

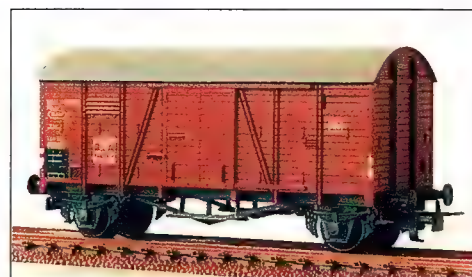
After 1965, the standardised European markings system with computer numbers took effect: the Gms 30 became Glms 200, numbered 1030 000 to 1030 099 and 1450 000 to 1455 999, whilst the Ghs 31 became Gklms 195.

In the mid-1970s the last of these wagons was withdrawn from DB revenue traffic, though some survived into the 1980s in departmental service. Their counterparts in East Germany, Poland, and Austria were still working for their living at this time, so when during the early 1980s the international classification system was made even more detailed, for example the coding Glms in ÖBB service was refined to Gkkms; but by 1990 the type had been withdrawn here too.



## In model form

In HO scale there is a good model of this type of wagon by Liliput. Since the original company went out of business and changed hands these have been difficult to obtain new, though might be found secondhand. However, we understand from the catalogue issued by Bachmann, who are now producing and marketing under the Liliput name again, that these vans will be re-introduced, with and without brake cabin or platform, in a variety of markings for different periods and administrations.



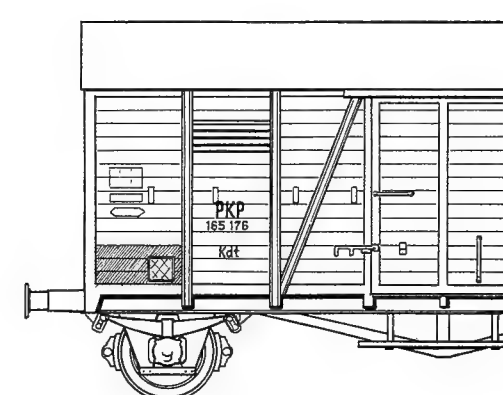
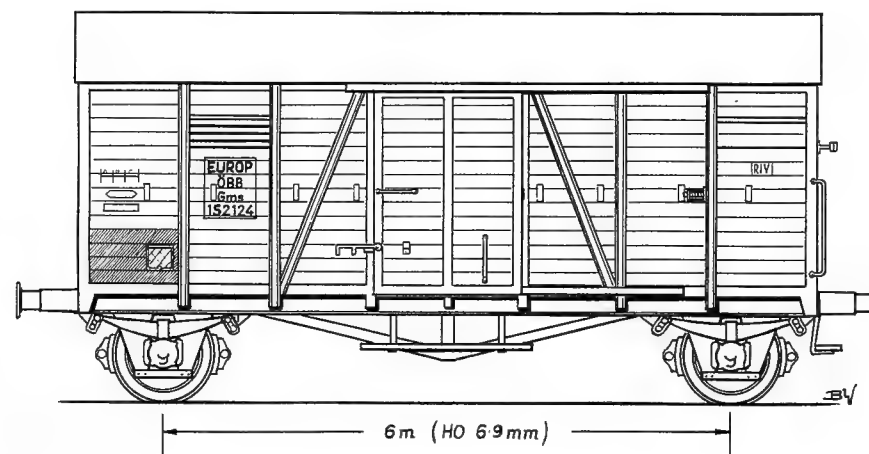
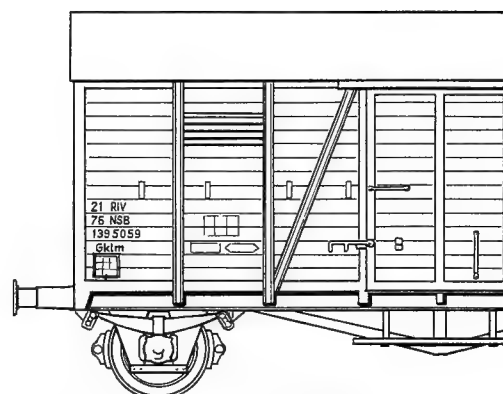
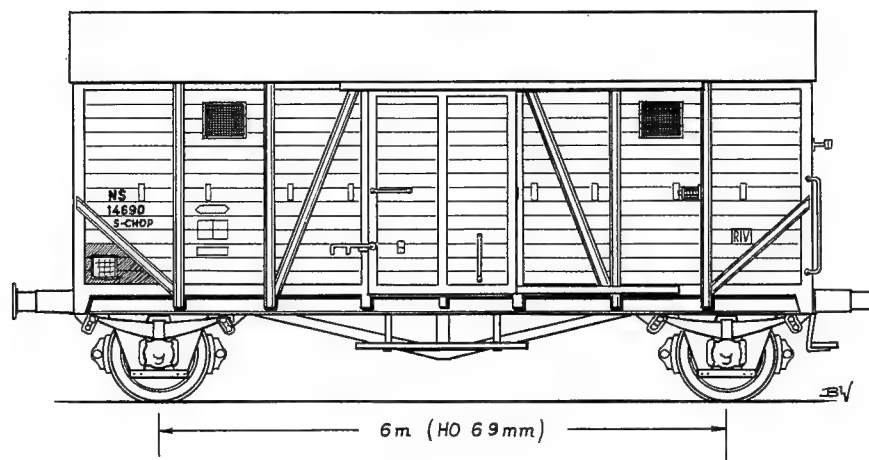
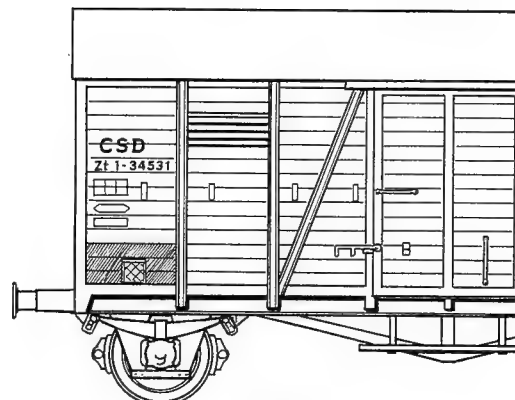
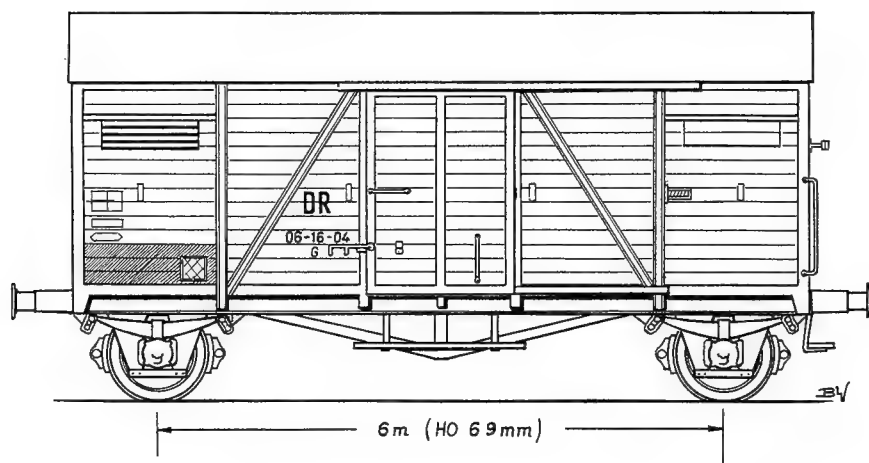
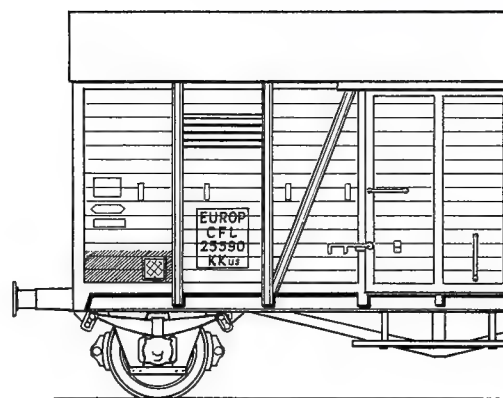
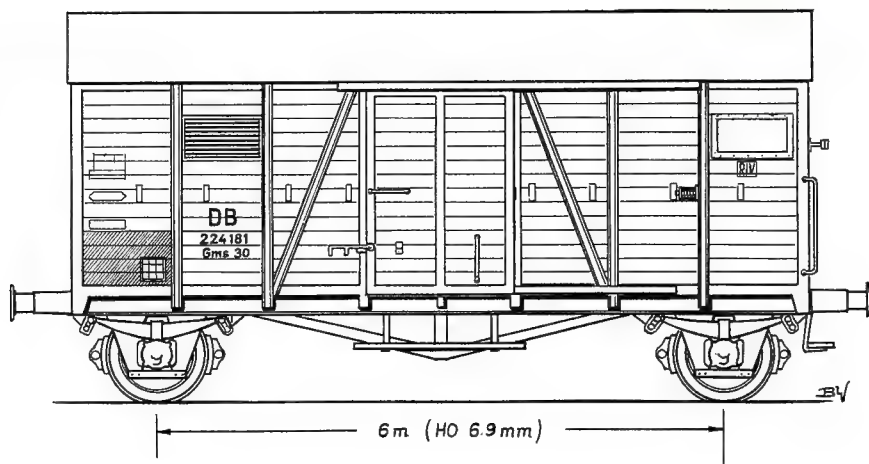
Previous articles in this series covered the Rs bogie flats (October 1992), the G10 vans (December 1992), the Transfesa fruit vans (February 1993), the Kb/Kbs flats (May 1993) and the Interfrigo UIC Type 1 refrigerated vans (December 1993).

**Top:** an 'Oppeln' in DB ownership, captured in Hamburg Wilhelmsburg yard in June 1973. Its brake hut has been replaced by a platform.

**Above:** still in use by the ÖBB in April 1982, van 138 211-7 displays its Gkkms coding.

The drawings opposite (reproduced to HO scale) show, from top, the DB version with rebuilt ventilation, the post-war DR style, and NS and ÖBB versions. The scrap views show the markings of vans in Luxembourg, Czech, Norwegian and Polish railway ownership.







## STICCIANO

Constructing an Italian diorama in HO scale

*Looking for something completely different after the completion of his Swiss layout, David Broomfield has gone south of the Alps.*

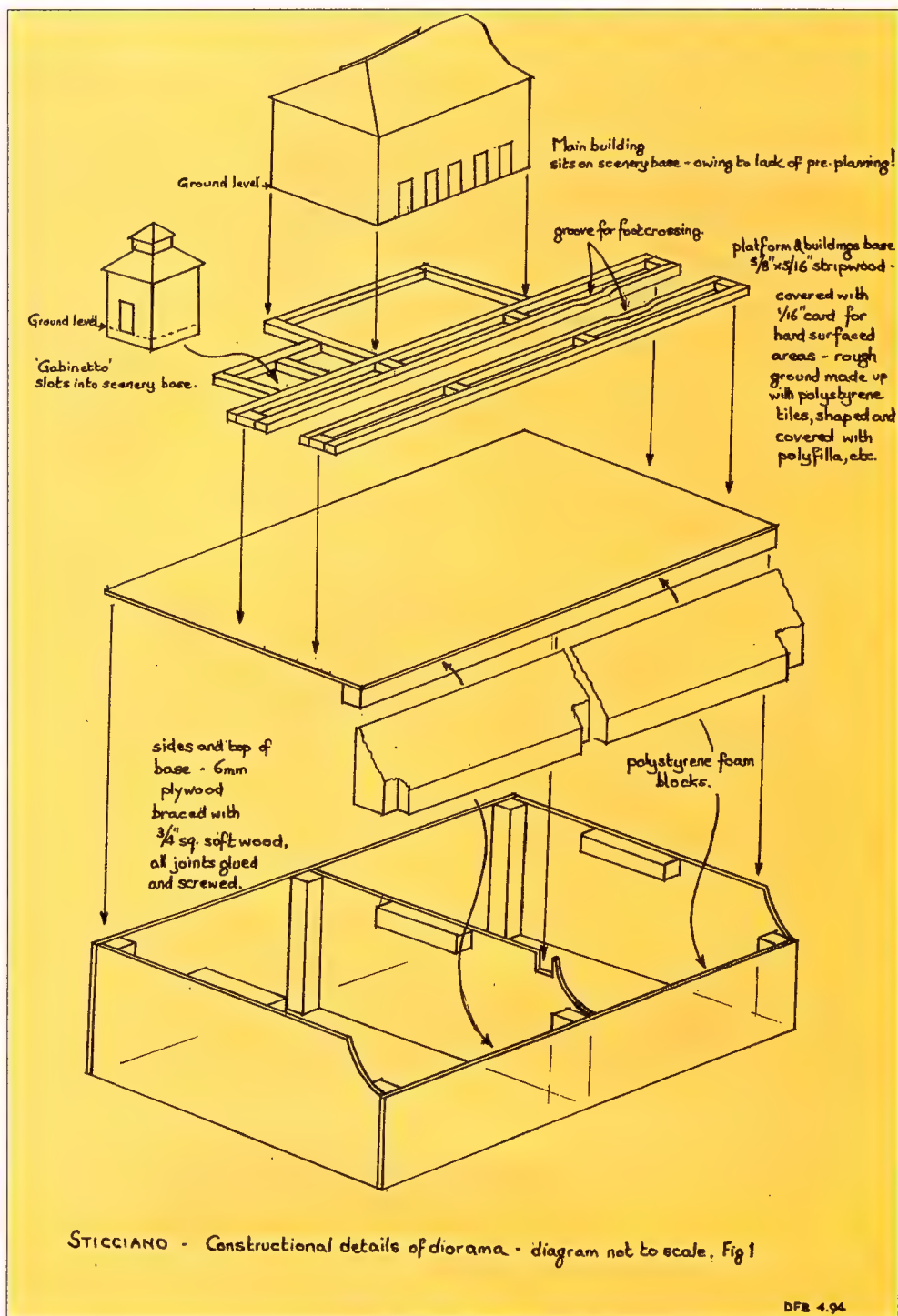
I have not entirely deserted the Rätische Bahn! *Maloja* is alive and well and appearing at occasional exhibitions. The thing is - if one dare say so in model railway circles - the layout is more or less complete, with no space for further developments, and that's how this little diorama came about.

I like doing scenery and I particularly like making the odd building so, with no call to construct anything more for Canton Graubünden at present, I started looking elsewhere - for something completely different from the rugged, no-nonsense practical architecture of the Engadine. Now like many of us I have a very catholic taste in railways and, although I am deeply into the RhB, the only thing that prevents me from building layouts for half the countries of Western Europe and beyond is — well — space, time, money, skill, energy — you know, the usual constraints! I sometimes wish I'd stuck to two-dimensional art: painters can have any number of canvasses on the go at the same time!

A prominent part of my catholic taste extends appropriately to that very Catholic country Italy but, much to the disgust of my wife on one trip to that excellent land, after numerous visits to the galleries and churches to see the fabulous art treasures, I uttered the heretical words "not another cathedral!" and slipped away from the cathedral of S. Maria Novella in Florence to the adjacent main line terminus of the same name for a couple of hours to watch the trains Italian style. Such was the interest generated that, on my return home, I joined the Italian Railway Society and started to learn that Italian railways tend to be laid out on a generous scale and, naturally enough, their older buildings favour (though not exclusively) the Italianate style so unlike Swiss vernacular. Because of the space demanded, a layout was clearly a non-starter, but one building .... ? Enquiries of one of the senior members of the I.R.S. produced an excellent set of plans from the Italian magazine "Mondo Ferroviario" (Editions 4 & 5) for Vernio station on the line between Bologna and Florence via Prato. As far as I am aware, never having been there, the place is of no great size but the building would grace a fair-sized town in many countries. I liked it. The plans were very comprehensive and, while curiously there were no pictures of the prototype, there were numerous illustrations of the model around which the accompanying article was written.

Construction was straightforward, using my favoured material, 1mm mounting board. I have worried that I should have moved over to plasticard but a chat with one of those excellent fellows manning the demonstration stand at one of the more serious model railway exhibitions who had produced some beautiful plasticard structures

led both of us to conclude that each material had its merits and which you used tended to depend on how long ago you started modelling buildings! Interestingly, the model in the Italian magazine had been built largely in plywood which I would not favour, except perhaps for a wooden prototype. Not only would I anticipate cutting problems but one





would be left with a grainy texture to hide. So it was mounting board again. This time two layers sufficed, heavily braced internally with thick balsa wood floors and a mixture of balsa and card internal walls. I do not bother with detailed interiors but, apart from strengthening, it was important to ensure that one could not see straight through the building, so internal divisions replicate the prototype.

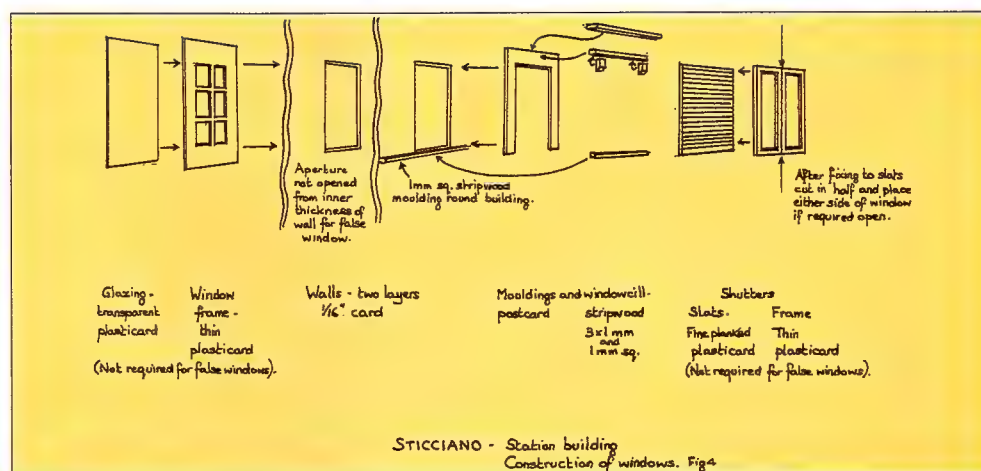
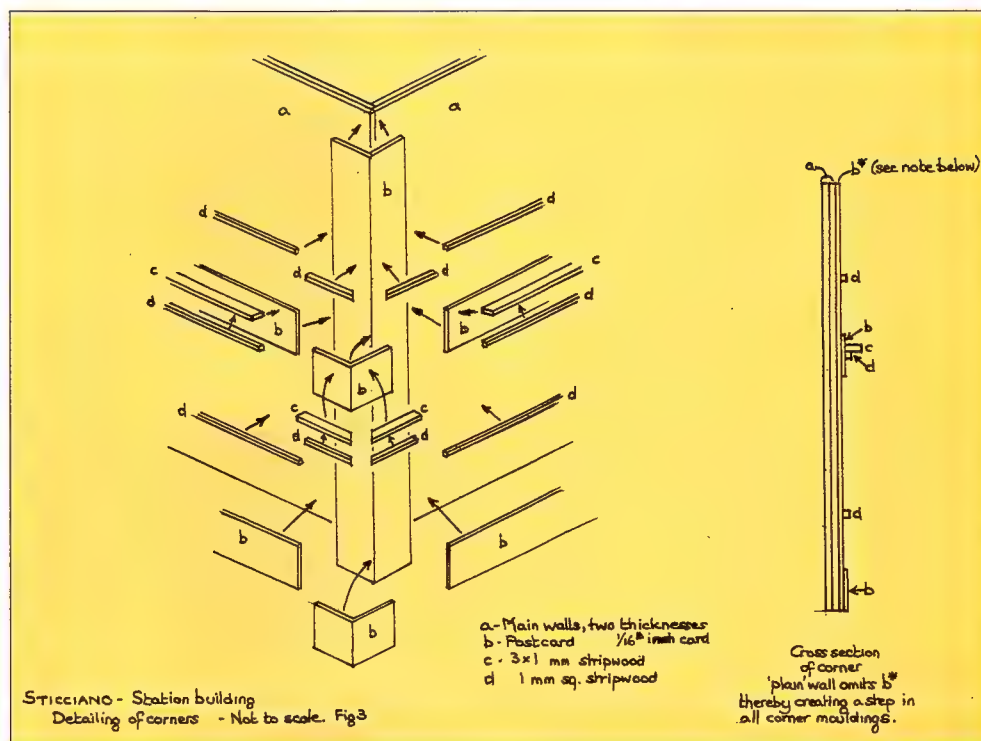
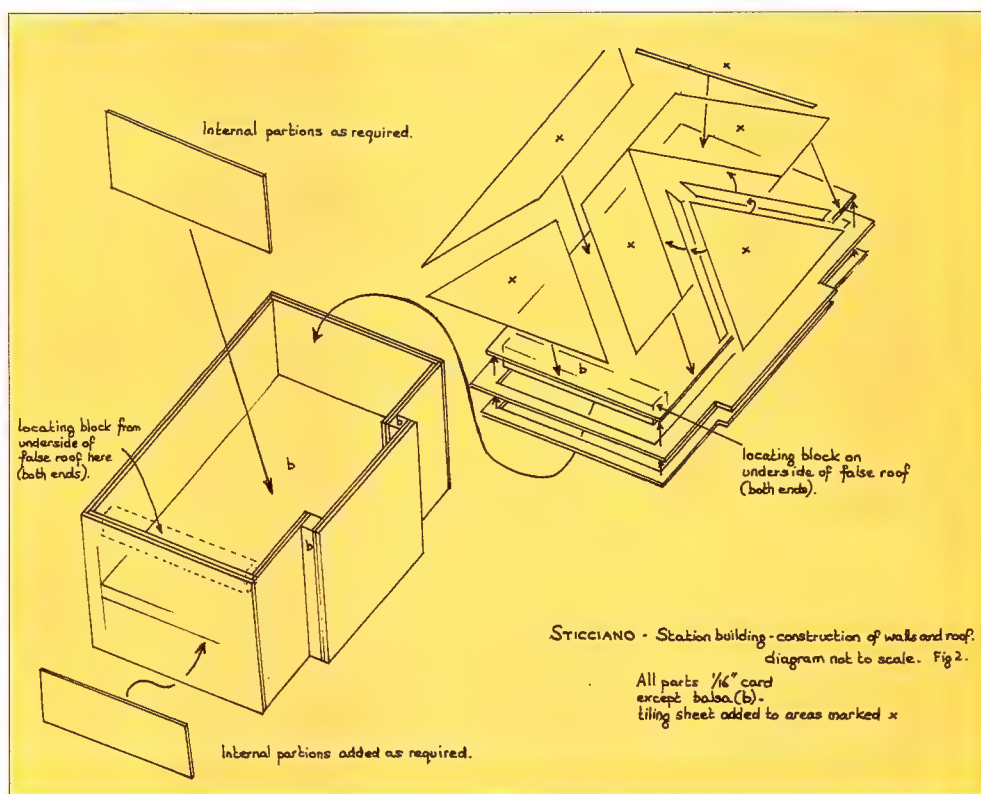
You will note that there are several false windows included for architectural balance. The inner layer of the main walls was not cut through for these and, in retrospect, it might have been wise also to have left those whose windows it was intended to leave shuttered. The doors and windows, all 29 of them, are plasticard which gives a sharper cut for this purpose.

Having got this far, the fun began. There is only one way to recreate cornices and pediments that I know, and that is layer by layer. This was done using, for the wider strips, scrap postcards, and the thinner pieces were built up from wood strips obtained in various sizes from the local maritime modelling shop. They're always very amused by the purposes to which I put their wares. Again, this was straightforward but very time consuming: therapeutic or likely to drive you mad, depending on your disposition, but entirely necessary to get the right feel.

For the roof I followed the magazine's advice and used Vollmer sheet. A bit of judicious planning kept the quantity to a minimum with some left over, which was to come in useful later. The ridge tiles, on which the magazine article was silent, were a bit of a problem, and I ended up buying several Wills building detail packs, although it would have been more economic to make my own.

Detailing was again straightforward. The gutters started as H shaped plastic channel and were filed down to h shape (then inverted), as I used in *Maloja*. Drainpipes are wire with paper brackets. The shutters, 20 pairs of them, were mass produced by drawing up rows of frames in pairs from a sheet of plasticard and then cutting and sticking them onto a sheet of very fine-planked Evergreen plastic sheet. After painting, one either sticks them over the windows as a closed pair or cuts them down the middle and mounts them either side — or you can have one each way, etc. Front or back they look the same in 3.5mm scale, unless you want to start putting catches on them, — real architectural rivet counting!

I finished by painting the whole building in Humbrol oil paints after adding a few smears of fine Polyfilla to the walls by way of increasing the texture of the stucco. Initially, I tried water based paints but was not satisfied with the coverage. The slight lumpiness of none-too-new oil paint also adds to the texture of the building — the prototype no doubt has the odd peeling, if not crumbling, patch.







Having finished the building, I had given no thought what to do with it. There is some talk of an I.R.S. layout, and a couple of members generously offered to provide a home for the building on their own layouts! I had taken one or two photographs of the structure and when I showed them to the Editor he was outrageously complimentary and suggested an article would be welcome. On reflection I thought that I could not just send in pictures of a disembodied building so, a layout still being a non-starter, the idea of a small diorama came to mind. Why not? They seem very popular in continental magazines — one sometimes one wonders if they have completely replaced layouts - yet are comparatively rare here, so perhaps it was time to try it.

I have long had in my head the Italian layout I would build if ever it was possible: just a simple passing station with a couple of goods sidings. It seemed the best thing to do was to design the diorama as if it was part of the whole, so a rough plan of the complete layout was drawn up. Unfortunately, try as I might, I could not divide this up into convenient, sufficiently short lengths without breaks occurring across buildings or pointwork. In the end I gave up and approached the problem from the point of view of producing a manageable, easily portable object, large enough to portray a bit of the Italian atmosphere without being cramped. Before making a firm decision I mocked up the possibilities, with the advantage of having the finished building to hand. The result is 610mm by 450mm (I believe there is a continental standard for modules in multiples of 610mm) and it was not difficult





to sketch the little scene with which this was to be filled.

The base is made of ply following the pattern of *Maloja* but, whereas that was dictated by the need to allow for the depth of the topography, a deep base just seemed more appropriate for a stand-alone item. Scenery follows the usual pattern. Although I have one or two deep-flanged Lima locomotives in the growing collection of Italian rolling-stock "just for display", as they do not have to run I have used the Code 75 Peco track for improved appearance. Someone was kind enough to pass on a supply of Rivarossi authentic Italian railway concrete fencing and someone else two prototypical platform lamps. The set of Italian railwaymen from Preiser had to be repainted in the correct FS uniform blue, which is closer to an air force shade than the darker navy blue in which they are supplied; still, the peaked caps definitely have the Italian touch about them.

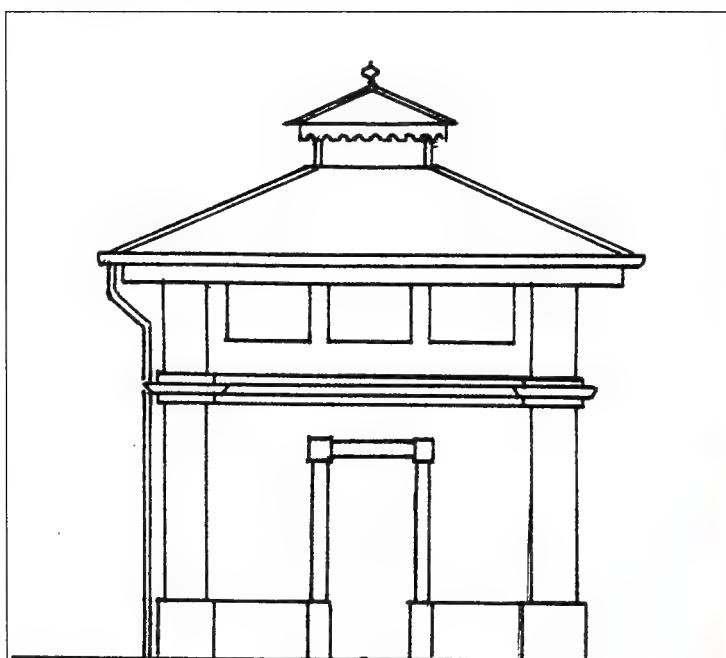
The "gabinetto", or lavatory building, which I felt essential to balance the scene, proved a bit of a problem. I wanted one of the grander varieties and no plans were forthcoming despite considerable enquiries. In the end I produced my own plan by scaling from a model featured in another edition of "Mondo Ferroviario" (No.40). One hopes this model of a model is reasonably authentic; I have to admit that it certainly fulfils my expectations. Construction was similar to the station building and I just got the roof out of the Vollmer leftovers. The wire grilles came from that metal mesh sold to provide a base for patching motor car bodywork.



By the way, the name *Sticciano* is that of a small Tuscan farmstead in which we spent a summer holiday; it's certainly on no railway map.

So there you have it .... but what do you do with it? It doesn't take up much room, and you can use it to display those items of Italian rolling stock you just couldn't resist .... and, well, you could make another module

the same size, you know, with the goods shed on it and a point, or you could go the other side with a water tower and an over-bridge; I have drawings from "Mondo" and "i Treni", and C.M. did those Italian plans in January 94 .... the modules aren't very big, and wouldn't take up much room .... and you could put them together for an exhibition ....



STICCIANO - 'Gabinetto'

Four sides - opposite ones with doors,  
other two without.

Note - drawing made from photographs  
of a model - thus not to scale! Fig.5





# Scale drawings

Peter Clark

## THE 40 CLASS

Locomotives of New South Wales

*A standard design imported from North America, the 40 class were the first main line diesels to enter service in New South Wales.*



### Specifications and equipment

Tractive effort at 30% adhesion	49,728lb
Tractive effort at 20% adhesion	33,152lb
Continuous tractive effort	46,000lb
	at 11 mph
Maximum load on 1 in 40	400 tons
	at 15 mph
Maximum speed	75 mph
Engine model	Alco 244
Engine rpm idle/maximum	350/1000
HP of engine/available for traction	1750/1650
Traction motors	GE 752
Total weight	111 tons
Axle load	18.5 tons
Length over headstocks	52'0"
Height	14'0"
Width	9'11"
Fuel capacity	1200 gallons

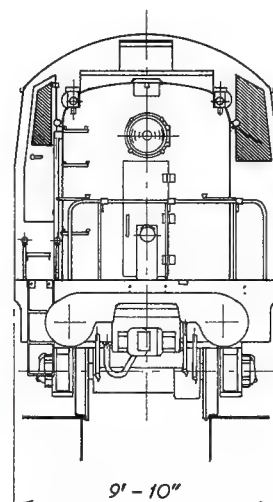
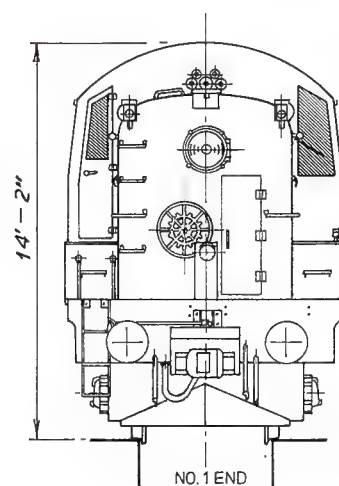
Although two standard GE 44-tonners (the 79 class) had been used in shunting service since the Second World War, the 40 class — introduced at the end of 1951 — were the New South Wales Government Railways' first attempt at main line dieselisation.

To a design by the American Locomotive Company, built at their subsidiary plant in Montreal and imported complete, they were a standard American road switcher, classified RSC-3 by their builder, with the only concession for export being a cab with reduced height and tapered upper sides to suit the more restricted loading gauge.

Based at Enfield, they were used princi-

pally on the Main South and the North Coast and Short North between Gosford and Newcastle, working south to Albury and north to South Brisbane. All twenty were in service by April 1952, and they were often run in pairs. They were first employed to replace steam on express freight and fruit trains. Although mainly used on goods trains at this time, they were successfully tested on express passenger duties.

The new diesels were popular with both footplate and operating staff as they were powerful and fast, with comfortable crew conditions, and a minimum of servicing requirements allowing maximum availability.





The progressive introduction of other diesel classes more suited to the increasing heavy freight traffic eventually saw the 40's allocated to lighter express passenger duties such as the *Riverina*, the *North Coast Daylight*, and the *Newcastle Flyer*, which they handled with style.

So intensively used were the units that before it was ten years old 4017 became the first member of the class to log one million miles, and the others soon followed suit.

However, the A1A-A1A wheel arrangement began to be a problem as the units got older: the outer powered wheels tended to wear faster, causing an increased tendency to slip and lose adhesion as the bogie pitched on the fractionally larger centre wheels. Some consideration was given to rebuilding them in Co-Co form, with all axles powered and using more powerful engines and electrical equipment, but this was deemed uneconomical.

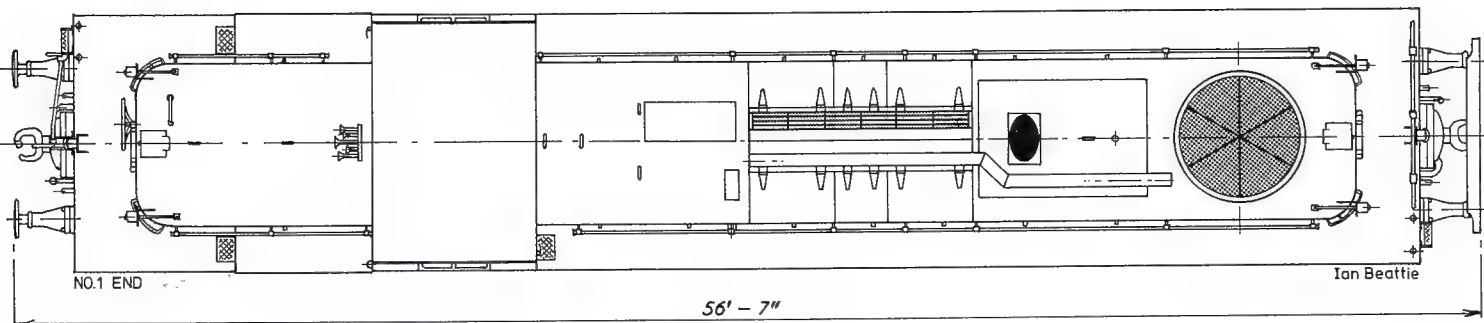
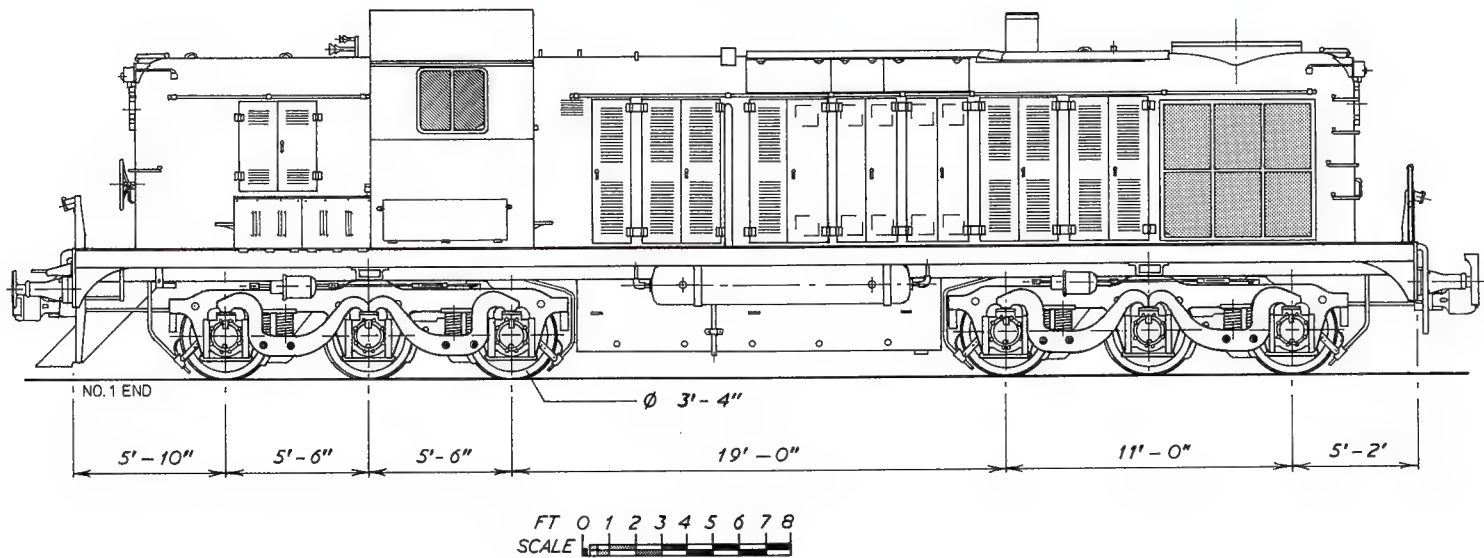
Even so, withdrawals did not begin until 1968, when 4014 suffered an electrical fire, and only four had gone by 1970 when an order was placed with A.E. Goodwin, who by then had the franchise for Alco products in Australia, for twenty more powerful Co-Co units (the 442 class, later increased to forty) to replace the 40's. Surviving members of the class were nominally traded in against the new units, and the last in use was 4015, which finally succumbed in December 1971.



Above: 4006 with the Newcastle Flyer at Fassifern, 31/10/70. Below: 4015 at Mittagong, 5/12/71.



Opposite page, top: 4020 + 4012 on Fassifern bank, 28/11/70. Bottom: 4012 + 4015 at June, 13/6/71. Photos: Graham Fisher collection.





Class leader 4001, albeit without its engine and traction motors, has been saved for static display at the Rail Transport Museum at Thirlmere.

### Detail variations

As originally supplied, the units had low multiple unit sockets. These were very soon (possibly even during the delivery period) replaced with a higher version. Windscreen wipers were another early addition. The original round marker lights were later changed for a square type.

Reflecting their predominant use with the short hood leading, a characteristic NSW buffing plate was fitted at the rear, along with a handrail across the end walkway.

Full length side walkway handrails were fitted, at least to some locos, in the early 60's, making them look even more American, but this feature was short-lived.

Even prior to the general repainting in red, the class received considerable modifications to the long hood: the large louvres were changed for mesh grilles, the exhaust was moved from a longitudinal to a transverse position, a half-round conduit ran kinked along the hood top from over one set of engine compartment top vents to near the radiator fan, and the fourth set of doors at each end of the hood sides were fully louvered.

Latterly, a line of rivet or bolt heads was visible along the base of the fuel tank.

### Liveries

The class was introduced in a green livery, with yellow lining. In 1954, for hauling the Royal Train during the Queen's visit, 4001 and 4002 were repainted in an attractive royal blue which they retained for some time after their return to normal duties. Latterly, the Indian red livery with chrome yellow lining was applied to all of the class. The style of lining remained constant for each of these colour schemes, but the position of the cabside numbers and the provision of a NSW crest varied over time and between locos.

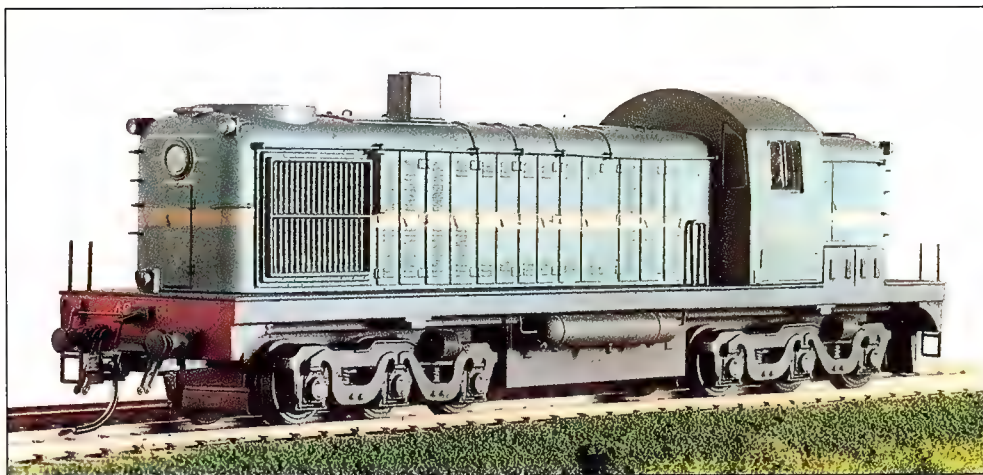


*Top: 4001 at Thirlmere (Joe Hodyl). Above: 4011 with the North Coast Daylight at Sydney Central in 1963 (Peter Clark). Note the side railings. Vintage colour variety: 40's on freight — below left: 4001 still in blue at Flemington; left: green 4005 at Wyong; below right: 4017 + 4010 double heading through Hawkesbury River, 30/5/53.*

Photos: Graham Fisher collection.







### In model form

Lloyd's Model Railways have recently released a complete kit which can be made up into an excellent representation of the class.

It is supplied with a K&M chassis of the correct wheelbase which has all axles driven, so the model should not exhibit adhesion problems like its prototype! After initial lubrication as advised in the instructions, this proven Mashima-powered mechanism runs very well.

The integrated arrangement of the mechanism and footplate is ingenious, and indeed way the body, footplate, and mechanism fixings are contrived is well thought out with regard to assembly, separation for painting, and subsequent access for maintenance.

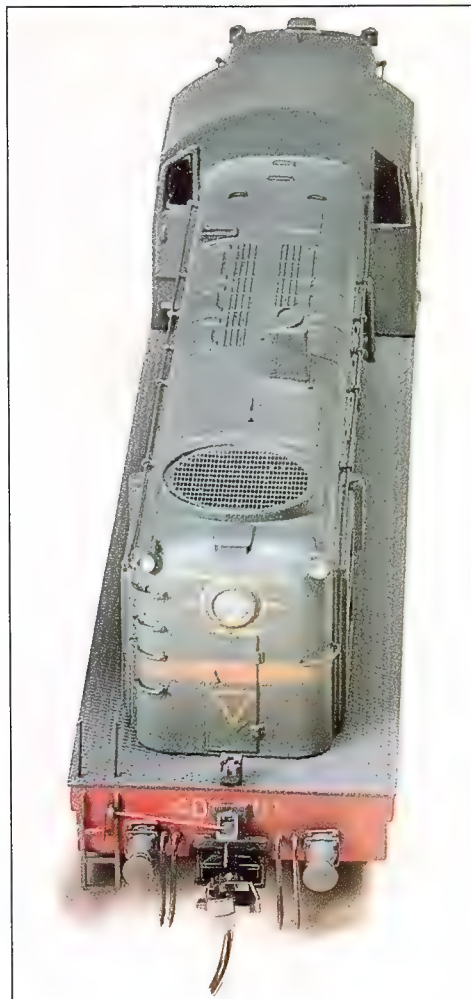
The body shell and footplate are one-piece castings in polyurethane resin which exhibit excellent detail. Most of the mounting points for detail parts and handrails, etc., are clearly piped.

The bogie sideframes are also cast in resin, with integral brake cylinders. The sideframe mounts, together with the fuel tank, air tanks, and buffers, are in whitemet-al, and there is a host of finely detailed lost wax cast brass accessories: wipers, marker lights, horn, air hoses, m.u. stands, hand-brake wheel, cab steps, fuel fillers, and uncouplers. The handrail knobs are turned brass, and there is a superb etched brass radiator fan grille. Plenty of brass wire is supplied for handrails and pipework, and there is flush glazing for the cab windows. The modeller only needs to supply couplers of his choice.

The instructions, three A4 pages plus a comprehensive parts list, are thorough and easy to follow; they are supported by a further three pages of helpful 'exploded' diagrams which clarify construction.

The only aspect of construction which proved awkward was fitting the front and rear triangular cab windows, because of the thickness of the body casting. However, careful trimming of the edge of the flush glazing will produce a satisfactory result.

The marker lamp positions indicated are too far in and too high, no doubt to ensure a secure mounting for the brass castings. They should be right on the hood corners.



### Detailing

As always, reference to a scale drawing and as many prototype photos as possible will ensure that the details are right for a specific loco at a particular time.

So well researched is the kit that only a couple of fittings are not shown in the instructions: there is a tall n-shaped pipe alongside the right hand side of the long hood behind the cab, and this can easily be added from brass wire. Likewise, there should be two additional transverse grab irons on top of the long hood behind the cab.

The bogie-mounted brake cylinders look oddly sparse, given the level of detail typical of the rest of the model, and will benefit from the addition of the rod with clevis and actuating lever. There should also be handbrake chains on both sides of the front bogie, and sand delivery pipes all round, but for a working model these may restrict the bogie swing so might best be omitted.

The kit represents the class as delivered, with a number of optional detailing parts included for some of the later modifications - m.u. stands, windscreen wipers, and marker lights.

However, no provision has been made to depict the more substantial later alterations: in particular it would be awkward to remove the moulded exhaust stack and louvre vents without damaging other fine detail. The commendable concern with producing a one-piece shell to simplify assembly has perhaps limited the options — making these features as separate fittings, with alternatives supplied, would have produced a more versatile kit appropriate for an even wider period. However, these are minor comments: the model will no doubt appeal to many enthusiasts, and can be thoroughly recommended for its ease of construction, standard of detail, and performance.

*For HO*

*MANUFACTURED BY*

*Lloyd's Model Railways, P.O.Box 57, Latham, A.C.T. 2615, Australia.*

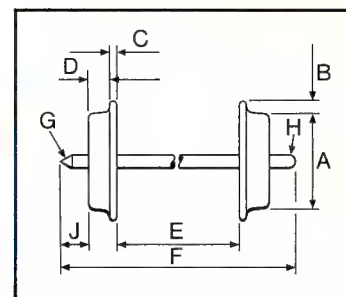
*PRICE*

*A\$195.00 plus postage*



# LATEST REVIEWS

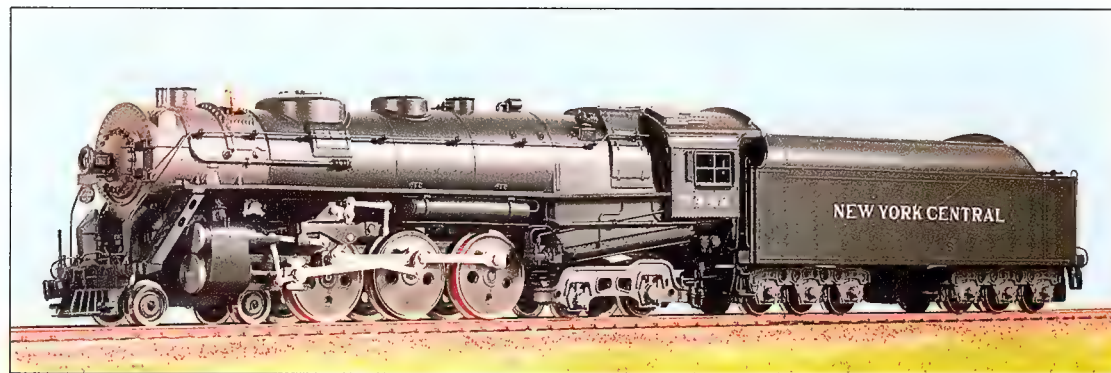
## New Products · Books · Videos



### Super Hudson in HO from Rivarossi

The development for express service on the New York Central of the 4-6-4 design (dubbed Hudson after the river which their main line followed from New York to Albany) culminated in 1937 with the class J3a 'Super Hudson'. Unlike the preceding J1 and J2 versions, this incorporated a booster engine on the rear bogie to maximise tractive effort on starting. The tender was fitted with a scoop for taking water on the move from troughs between the rails, thereby contributing to faster running times in a competitive age for passenger transport by rail. Elegant, powerful, and fast, the J3a Super Hudsons proved very successful. The final ten of the fifty-strong class, delivered in 1938, were streamlined according to a design by Dreyfuss for the stylish *20th Century Limited*. Over time, some of the locos (both normal and streamlined) had the original Boxpok wheels replaced with the Scullin disc type, as depicted on this new offering from Rivarossi.

The model certainly looks the part and seems accurate according to published leading dimensions and photographs. The body shell exhibits a high level of neatly moulded detail, and there are a number of separately applied fittings: bell, generator, blackened wire coupler cut bars and



handrails, though other pipework is moulded. The plain black finish is good, with a graphite smokebox, and clear lettering.

Mechanically, an enclosed motor in the firebox powers the rear driving axle. The loco is quite light so traction tyres are fitted to two wheels (why must they be bright red?!) to ensure adequate haulage capacity. Current collection on one side is via plunger pickups on the back of the front and rear drivers only of the loco, and on the other side via four wheels of the tender. The loco bogies are well sprung for optimum track holding but are not wired — a missed opportunity for better pickup, perhaps, though

quite easily modified.

Straight from the box, our sample would run slowly but not very smoothly — it would no doubt benefit from being lubricated as per the instruction leaflet supplied and carefully run in. Top speed was appropriate for such an express passenger loco.

The model has a non-directional working headlight, though it is only bright at full speed.

A dummy knuckle coupler is fitted to the pilot beam, whilst the screw-mounted coupler at the rear of the tender should simplify fitting alternatives.

Rivarossi now also have other

Hudsons available at the same price, either with Boxpok wheels or as the distinctive Santa Fe *Blue Goose*.

We understand that Kittle Hobby welcome trade enquiries for these products.

For HO

DISTRIBUTED BY  
Kittle Hobby, 24, Pennard Road,  
Kittle, West Glamorgan, SA3 3JS.

PRICE  
£161.00

WHEEL DATA  
B. 0.75mm, C. 0.75mm, D. 2.1mm,  
E. 14.2mm.

### MThB Re4/4" in HO

Hag have released their model of the Swiss Re4/4" in a new livery, representing the privately owned Mittel Thurgau Bahn. As might be expected, the finish is excellent with perfect definition between the colours and sharply printed markings.

Following the tradition for which Hag is noted, the body shell is cast in metal, with some small additional detail parts in plastic. Through the clear flush glazing one can discern the equipment room interior and full cab detail, set off by fine windscreen wipers. There are separately applied wire handrails, and sprung buffers. The roof detail is exquisite — insulators and wiring, meshes, grilles, and walkways. The pantographs can be used for current collection: the changeover switch is concealed under a roof panel.

The bogie side frames are also cast, and exhibit considerable relief detail. The couplings are rigidly mounted on the bogies, and NEM pockets are supplied as alternatives.



The wheels are spoked, and all are wired for current collection, though only the self-contained motor bogie is driven, with traction tyres on all four wheels. Combined with the overall weight of the mainly metal superstructure, this gives prodigious haulage capacity. Thanks to a high quality motor and precision cut reduction gearing, the model runs beautifully smoothly, from an imperceptible crawl up to an impressive maximum: at such speeds its mass imparts considerable momentum, so careful driving is required!

For HO

AVAILABLE FROM  
Winco, 149, Alresford Road,  
Winchester, Hampshire, SO23 8JZ.

PRICE  
£265.00

WHEEL DATA  
B. 1mm, C. 1mm, D. 2mm,  
E. 14.4mm.



## G scale live steamers

Latest addition to the range of handsome and reliable live steamers from Pearce Locomotives is this replica of the Leek & Manifold 2-6-4 tank 'E.R.Calthrop'. Although built by Kitsons of Leeds for a British railway, we felt that its colonial pedigree earned it a place in CM! (One of the 4-8-4 tanks from the same maker for Barsi or Cyprus would certainly make a fine sight in this scale, though!)

The model runs on 45mm gauge and features twin channel radio control for speed and direction. The whistle can also be operated by radio when the loco is stationary. The loco will run happily in the garden in almost any weather conditions, yet can also be used safely indoors as the boiler is internally gas fired, fitted as standard with a water gauge. The lubricator is of the displacement type and can be refilled whilst the engine is in steam; there is a drain valve under the footplate. The cab roof lifts to allow easy access to the water, gas, and lubricator fillers, and all controls are knurled for ease of operation.

The standard radio control unit is 40MHz, and both transmitter and receiver have rechargeable batteries: those in the loco simply lift out for connection to the charger, which is also supplied.

The basis of the detailed locomotive body is formed from etched brass components and embellished with many brass and whitmetal castings. The model can be supplied either in



the LMS crimson lake of the 1920s or the 1930s all black livery.

This is a successful combination of reliable working steamer and accurate scale model. It is a large and impressive beast, and the minimum practical radius is 4'6".

The model has been designed, developed and manufactured by Pearce Locomotives and is being marketed jointly with Garden Railway Specialists of Princes Risborough.

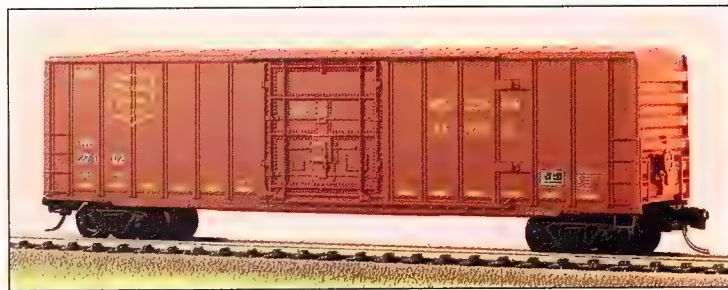
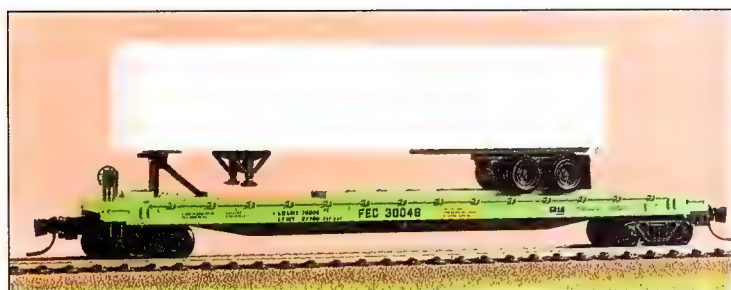
Rather more modest, though built to the same stringent standards of performance and appearance, is 'Europa', a freelance 0-6-0 tank reminiscent of those manufactured by various German builders. It has been designed with LGB enthusiasts in mind: the wheels are rim insulated and turned to a suitable profile so that the machine will negotiate LGB track and points, with a minimum radius of 600mm. For those who want a live steamer of typical European outline, this delightful machine can be obtained in a choice of overall black, or with the cab and tanks in maroon, blue, or green.

For G

MANUFACTURED BY  
Pearce Locomotives, The Brow,  
Clive Avenue, Church Stretton,  
Shropshire, SY6 7BS.

PRICES  
E.R.Calthrop £1425.00  
Europa £885.00

## More from Micro-Trains in N



First of three recent additions to the Micro-Trains range is this 57'6" flat converted for trailer-on-flat-car (TOFC) service, which is supplied complete with a 45' undecorated trailer (\$19.85). Our sample is resplendent in the eye-catching Florida East Coast scheme, and the famed legible detail includes the warning panel declaring that this flat is in captive service and is to be loaded by traveling crane only (the earlier "circus train" drive-along method being precluded by the absence of flaps between the wagons). Roller-bearing trucks carry the car smoothly along, and the correct coupler extensions are included representing the cushioning devices on the prototypes.

Secondly, the two-bay ACF "Centerflow" covered hopper receives a new livery (\$18.45): the

green of the Missouri-Kansas-Texas road, now part of the Union Pacific. The quality of finish is fully up to previous versions of this model.

Finally, the modern 50' box car with plug doors receives the maroon colours and gold "badger state" herald of expansive regional Wisconsin Central (\$11.90). Micro-Trains have excelled themselves with this car's fine lettering: even the minute branding relating to the Interstate Commerce Act is legible, with a glass, at the top left of the car by the logo! As with the flat car, representations of the coupler cushion equipment are fitted.

All these cars roll very smoothly on engineering plastic wheelsets, and the excellent Micro-Trains buckeye couplers offer unparalleled versatility when switching.

For N

MANUFACTURED BY  
Micro-Trains, 351, Rogue River  
Parkway, P O Box 1200, Talent,  
Oregon 97540-1200, U.S.A.

PRICES  
In text

WHEEL DATA  
A. 5.3mm, B. 0.8mm, C. 0.5mm,  
D. 1.4mm, E. 7.7mm, F. 13.75mm,  
J. 1.12mm.





# Berlin S-bahn set in HO



As part of their 'Classic Line', a range of notable stock with particularly interesting historical or technical backgrounds, Lima have produced models of the Berlin Stadtbahn units. These have carried a number of different classifications during their long service, and the Lima programme includes a number of variations, including the preserved museum set in its special livery, and the DB variant in red equipped with pantographs for use on the Isartal line.

The body shell is very nicely moulded, with the sliding doors just inset and superb rivet detail — it is perfectly visible but subtle and not dominant. The paint finish is excellent with dense red and cream sections separated by well defined black lining. The markings, although small, are nevertheless clearly printed.

There is flush glazing, with curtains at some windows, and interior fittings in the unpowered trailer only.

Although seemingly short, the models are indeed to scale length. The minimum rake is apparently a 'quarter train', two cars, as supplied, one driving trailer and one motor car. A 'half train' four car set can be two quarters coupled together or a quarter with two intermediate cars (without driving facilities) spliced in between. A full eight car train can display similar variety of composition. The intermediate cars should eventually be added to the Lima range.

In model form, the coaches are coupled with a special link bar which clips into the NEM pockets, which are on the bogie frames of the powered car and on a normal flexible close coupling mount on the trailer.

Supplied accessories for the modeller to install include the horn, destination boards, windscreen wipers, electrical and multiple unit connections, dummy Scharfenberg couplers, and the pickup beams and third-rail collection skates. There are also sheets of transfers with a wide alternative selection of car numbers, set numbers, destination boards, non-smoking signs, etc.

Mechanically, the powered car is driven on all axles by a centrally-mounted motor through cardan shafts and gear towers within each bogie. All wheels collect current, and the car runs very smoothly from a steady crawl up to a maximum that is perhaps rather fast. It is moderately weighted and there is one traction tyre per bogie to ensure adequate haulage capacity. The unpowered

driving trailer is also wired for pickup, for its own lighting — it is not connected through to the motorised coach — and it is suitably ballasted to maintain contact, and stability whether being pulled or pushed.

Urban commuter railways do not often seem to attract the attention of modellers: perhaps these new releases from Lima will stimulate some interesting city scenes.

For HO

AVAILABLE FROM  
Victor's, 166, Pentonville Road,  
Islington, London, N1 9JL.

PRICE  
£120.85

WHEEL DATA  
B. 1.2mm, C. 0.5mm, D. 2.8mm,  
E. 14.3mm.

## New Magic Train accessory



Fleischmann continue to develop their delightful O scale narrow gauge 'Magic Train' system. The interchangeable nature of many of the components assists this process, and the latest addition to the range sees the flatbed lorry equipped with the tank container. The whole ensemble is finished in the attractive livery of the BayWa agricultural co-operative.

The tank, of course, can be removed, and placed on a rail wagon if required. The load deck has the standard mounting pockets around the edge so will accept side boards, and can be tipped. The cab, although not glazed, can be lifted off for inserting personnel, and this also facilitates detailing the interior for those so

inclined. Whilst the play value will no doubt appeal to youngsters, the quality of the plastic mouldings makes these items a good basis for development: this lorry surely has excellent potential for modellers in this scale.

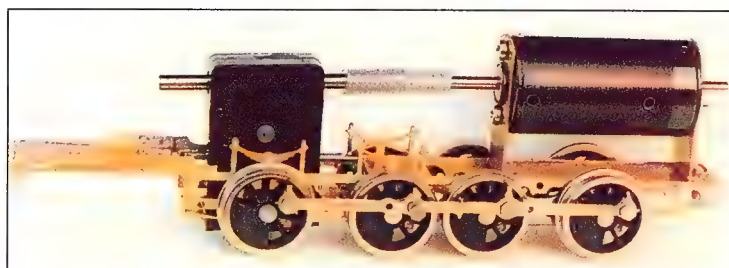
FOR O scale

MANUFACTURED BY  
Gebr.Fleischmann, Kirchenweg 13,  
Postfach 910148, D-8500, Nürnberg  
91, Germany.

UK SALES AGENT  
John Hills, 109, Boxgrove, Goring-by-  
Sea, Sussex, BN12 6LX.

PRICE  
T.B.A.

## Sn3 C-16 from Railmaster



Railmaster Exports report that their latest project, a C-16 2-8-0 for S scale narrow gauge, is making good progress. Aimed at the American market which the manufacturers believe is not accustomed to constructing mechanisms, the model will be supplied with the chassis, which incorporates a North West Short Line gearbox, ready assembled and fully working. Whilst this will add to the cost, it will ensure that there are no problems with disappointed customers. The prototype mechanism illustrated has passed all performance tests and will now be produced in quantity, with the correct pattern C-16 counterweights.

The body will be in kit form, as usual, the main components being quality castings in a hard tin alloy known as American pewter, which can be assembled either with adhesives or low melt solder using a temperature-controlled iron. Running boards and cab windows will be

etched, whilst other fine details will be lost-wax brass castings.

The latest edition of the Railmaster catalogue is now available, listing all their products for S scale — a surprisingly large range of standard and narrow gauge loco kits, detailing parts, plus period road vehicles, and figures, many of which can be obtained ready painted. Occupying no less than 22 A4 sides of high quality photocopies (some in colour), the cost is £2 (including air mail postage) if ordered direct.

For Sn3

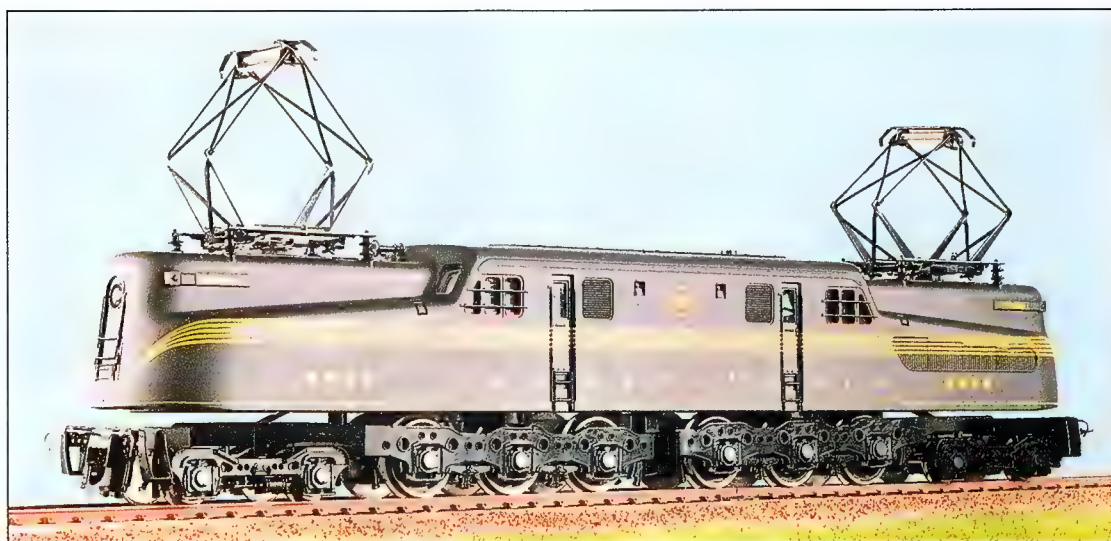
MANUFACTURED BY  
Railmaster Exports, 209, Royal Road,  
Royal Heights, Auckland 8,  
New Zealand.

AVAILABLE FROM  
Great Little Trains, 69, Randall Road,  
Kenilworth, Warwickshire, CV8 1JX.

PRICES  
on application



## Pennsy GG-1 electric in HO



IHC have recently released an improved version of this former Pemco model, currently being produced for them in Slovenia. The prototype GG-1 took to the rails in 1934, and a total of 139 were built over the next ten years. They were equally at home on express passenger trains or (when later regearred) on heavy freight on the 11kV ac 25Hz electrified trackage which stretched for 225 miles north-south between New York and Washington DC, and west to Harrisburg, Pa. The 2-Co+Co-2 wheel arrangement was derived from a New York, New Haven & Hartford RR EP3a which was borrowed for high speed trials after the Pennsy's own rigid framed P5a 2-Co-2 was not successful. However, the appearance was transformed by the welded construction streamlined body designed by Raymond Loewy which has become something of a classic.

Comparison with published information suggests that the model is substantially accurate in major dimensions. The moulded plastic shell captures well the lines of the original, and has fine grilles and other detail. The model has separately applied wire coupler cut bars, and substitution of alternative coupler types should be straightforward.

The model is equipped with fine pantographs which are ready wired for current collection from the overhead with a changeover switch concealed under the body. The loco has working directionally controlled lighting, though (as is often the case) it is of limited brightness at sensible speeds.

Mechanically, a central motor drives through cardan shafts to gear towers on the power bogies, although only the outer pair of axles are driven in each bogie; there are no traction tyres. Haulage power should be adequate, and performance is smooth

from a reasonable minimum up to a simulation of the original's 100 m.p.h. All wheels, including the carrying bogies, are wired for current collection. The driving wheel faces are enhanced with moulded inserts, and the powered and carrying bogie frames are suitably detailed, almost by way of contrast to the smooth body shell.

At each end the carrying bogie is flexibly mounted on the powered sub-frame which itself pivots, and the driving wheels also have plenty of side play within that frame, altogether ensuring that curves should be no problem for such a lengthy model.

The finish is well done, set off by neatly defined markings. The model is offered in either dark green or tuscany with either five stripe or single stripe lining. During their 50 year working life, as well as these classic schemes, the locos were also decorated in Pennsy silver, and later for Penn Central, Amtrak, Conrail, and finally

NJ Transit — so there is plenty of scope for alternative versions!

We understand that Kittle Hobby welcome trade enquiries for these products.

PRICE  
£45.80

For HO

DISTRIBUTED BY  
Kittle Hobby, 24, Pennard Road,  
Kittle, Swansea, SA3 3JS.

WHEEL DATA  
B. 0.9mm, C. 0.8mm, D. 2.1mm,  
E. 14.4mm.

## Micro-Trains box car for Z



A new addition to the range of Z scale vehicles from Micro-Trains is this 40' single door boxcar in the Grand Trunk Western modern livery with the so-called "wet noodle" logo. All the details to be found in its larger stablemates are here: legible lettering and numbering, openable doors, and very smooth running. The vehicle is available with Märklin-compatible couplers (\$13.20) or body-mounted Micro-Trains buckeyes (\$14.85).

For Z

MANUFACTURED BY  
Micro-Trains, 351, Rogue River  
Parkway, P.O. Box 1200, Talent,  
Oregon 97540-1200, U.S.A.

PRICES  
In text

WHEEL DATA  
A. 3.9mm, B. 0.45mm, C. 0.4mm,  
D. 1.1mm, E. 5.4mm, F. 10.1mm,  
J. 0.85mm.

## Cement silos set in HO

For HO

AVAILABLE FROM  
Victor's, 166, Pentonville Road,  
Islington, London, N1 9JL.

PRICE  
£49.08

WHEEL DATA  
B. 1mm, C. 0.7mm, D. 2mm,  
E. 14.25mm.

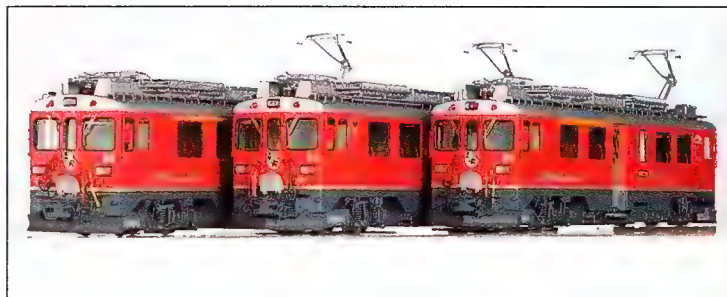
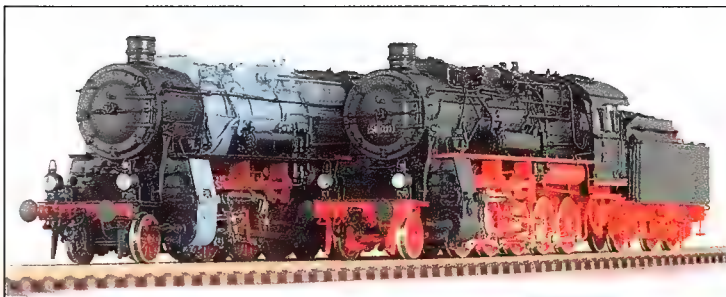
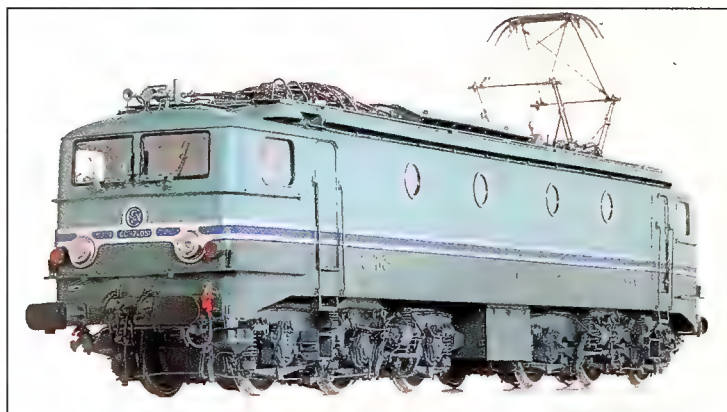


Roco have produced a special set of three Ucs twin silo wagons in the service of the EVA rail transport company of Düsseldorf and bearing the logo of Karsdorfer Zement. The blue and green graphics add a welcome touch of colour to the black inscriptions on a plain white ground, but are no less sharply rendered. The definition of the printed markings cannot be faulted, no mean achievement on the complex curves of the silo bodies.

Although many features such as the full brake gear, access ladders, and tank top handrails are already fitted to the models, the packing also includes a comprehensive pack of finely moulded plastic detailing accessories for each wagon, incorporating vents and filler caps, platform handrails, brake hoses, and dummy scale couplers. For model operation, Roco close couplers are fitted in NEM pockets on flexible close coupling mounts, and a pair of standard couplers is also supplied for the ends of the rake.



## Latest releases from Lemaco



Swiss master craftsmen Lemaco have recently announced the release of a number of new models in various scales.

In O scale, two powerful electrics join the roster. The former East German 243 class is available in several guises: in Deutsche Reichsbahn red as either a 243 or a 143, as the red-liveried 143 leased to the Swiss Südostbahn, in DR S-bahn colours, or as a Deutsche Bundesbahn 112 in red with the white 'bib' front. Sprung buffers are typical of the high level of detail on the underframe, whilst in the body the opening cab doors reveal full interiors with switchable illumination; there are also directionally controlled constant intensity head and tail lights. Four Canon EN-22 motors provide individual drive to the fully sprung axles.

The French CC 7100 class electric will be issued in green livery either as No. 7107, which achieved a world rail speed record of 331km/h on 28th March 1955, or as No. 7105 in normal service. (We believe that a variation as a Dutch 1300 class is to be offered in conjunction with Philotrains).

The model is powered on all axles by no less than six Canon EN-22 motors! The bogie frames are true replicas of the originals, complete with brake gear; all wheels are fully sprung and collect current, or the pantographs can be used. The cab doors open, the interiors are detailed and illuminated, and low voltage directionally controlled constant intensity head and tail lights complete an impressive specification.

Moving to steam power in HO scale, the three-cylinder 2-10-0 originated in Prussia in 1916 as a heavy freight loco built by many manufacturers for war service is available either as a Baden G12 in blue/black livery or as a BR58 in black with DRG markings, the number chosen representing the preserved example. The model boasts a fully detailed cab interior with working doors, a smoke-box door which opens to reveal a detailed tube plate, sprung buffers, alternative couplings, constant lighting, internal motion complete with cranked driving axle, full brake rigging, sprung driving wheels, and a Faulhaber motor. Both performance

and appearance should thus be of the highest standard.

Fans of the metre gauge in HOm have treats for both the MOB and the RhB. The 1946-built MOB BDe4/4 railcar No. 3006, seen in the original light blue & cream livery in our May issue, is now offered as part of a Superpanoramic twin set along with sister unit No. 3005 in the later dark blue & cream livery. When introduced, the 600hp power and 75km/h speed of these 'autorails' (as they are known on the MOB even today) were certainly innovative on the narrow gauge. In model form, a precision 5-pole motor drives all wheels, and the unit can take power from the overhead. The interior is detailed and illuminated, and there is directionally controlled low voltage constant intensity lighting. Realistic couplings are installed, though replacement with the Bemo type is straightforward.

Also making an appearance is the 1930-vintage triple bogie baggage motor railcar, in blue and cream either as the original FZe6/6 numbered 2001 or as the later DZe6/6 No. 2002. Powered by two Canon

motors, the models also have directionally controlled low voltage constant intensity lighting.

For the Rhätische Bahn there are the long-awaited modern ABe4/4<sup>III</sup> railcars as used on the Bernina line, with a choice of running numbers — 53 *Tirano* from the 1988 batch, and either 54 *Hakone* or 56 *Corviglia* from the 1990 delivery. A precision 5-pole motor drives all wheels, and the model can take power from the overhead. The interior is detailed and illuminated, and the unit also has directionally controlled low voltage constant intensity lighting. Prototypical couplings are fitted, though the Bemo type can be substituted if desired.

For O, HO, HOm

MANUFACTURED BY  
Lemaco SA, Chemin du Croset 9,  
Case Postale, CH - 1024, Ecublens,  
Switzerland.

PRICES  
on application





## More for O gauge from ETS



The Czech firm of ETS have been developing their range of models for O gauge. A steam outline loco is now available based on the CSD 310.0 class 0-6-0T (£261.00). This was derived from the Austrian 97.0 class, and some 300 were supplied by various manufacturers, with a number of detail differences. The ETS model has an older pattern square cab with a projecting rear, and the dome is fitted with pop valves in place of the original spring type, as happened to many of the real locos in service. For practical manufacturing reasons the model has a neat representation of Heusinger valve gear rather than the strictly correct Allan type. The model also has simulated steam sound with whistles, etc., (the speaker is in the cab) and working lights.

The four wheel diesel (£155.00) is a representation of the CSD class T238, for industrial and branch line work. The model is of all metal construction, featuring a tinplate body with pressed detail. The cab windows are glazed, and the loco sports sepa-

ately applied metal handrails. LEDs are used for the directionally controlled lighting, and the loco is equipped with a cab-mounted loudspeaker for the 'engine' noise and horn.

Both locos benefit from current collection from all wheels, which have quite wide treads but fine flanges. A good motor, electronically regulated, driving through quality brass reduction gearing, provides performance quite different from the old image of tinplate toys.

Like all ETS models, these locos are designed for O gauge track, and are powered by the two-rail system using up to 16 volts DC. When used with the ETS pulse power supply to control the speed, the lighting works at constant intensity. Versions for 3 rail AC can be supplied to order, at £35 extra for the conversion.

The Shell tank wagon (£36.50) is typical of the large range of rolling stock offered. It too is mainly sheet metal, with some plastic parts, and cast axleboxes, which feature brake



shoes in line with the wheel treads. The livery and markings display a high standard of finish.

Although they are perhaps an unusual combination of modern technology and traditional toy, these items should appeal to O gauge tinplate enthusiasts and collectors, and may also provide a basis for adaptation by enterprising modellers.

AVAILABLE FROM  
Kittle Hobby, 24, Pennard Road,  
Kittle, Swansea, SA3 3JS.

PRICES  
in text

WHEEL DATA  
B. 1.42mm, C. 1.2mm, D. 4.8mm,  
E. 28.2mm

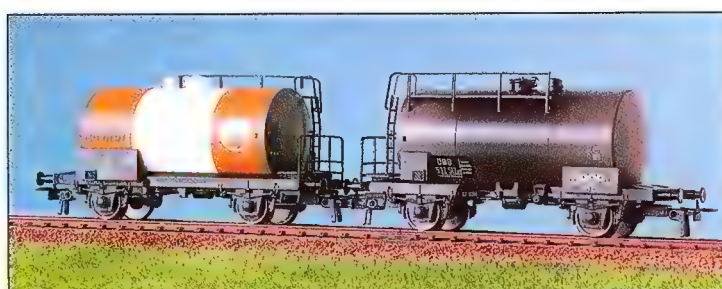
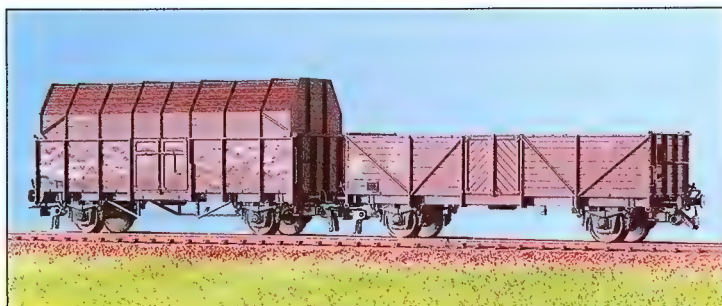
## New Austrian wagons in HO

Klein Modellbahn have recently released some of the new items of freight stock which were announced at the Nürnberg fair earlier this year.

The 'Klagenfurt' type 6m open wagon is available with Epoch III markings (£6.75), whilst for the present day the long wheelbase steel open (with side panels showing evidence of heavy use!) is fitted with extension boards for wood chip transport (£7.20). This extension has very fine top cross bracing, and can be removed to allow the wagon to revert to normal service.

The 'Deutz' class 4-wheel tank wagon (£10.70) appears in two new guises — with latest markings pristine in the orange & white livery of the Turmöl company, or in grey lettered for Örop AG with Epoch III lettering, and weathering subtly applied to represent spillage.

To protect the models in transit, the tank wagons are now supplied clipped by the axles into carrying cra-



dles moulded from waste plastic, though the delicate top railings remain prone to damage. Lamp brackets and grab handles are supplied for modeller to apply.

Fine detail and clear markings are a feature of all these wagons: note, for example the wood grain finish on the open wagon, and the uncoupler levers and handrails standing proud yet moulded in place. All have brake shoes in line with the wheel treads, and the couplings are in flexibly mounted NEM pockets.

For HO

AVAILABLE FROM  
Winco, 149, Alresford Road,  
Winchester, Hampshire, SO23 8JZ.

PRICES  
in text

WHEEL DATA  
A. 11mm, B. 1.2mm, C. 0.75mm,  
D. 2.25mm, E. 14.4mm.



# Books

## Two Feet to the Lakes

by Robert C. Jones

Pacific Fast Mail

Available from Camden Miniature Steam Services, Barrow Farm, Rode, near Bath, Somerset, BA3 6PS.

285mm x 220mm 256pp

Hardback £37.75 plus p&p

ISBN 0-915713-26-8

This book tells the story of the Bridgton & Saco River Railroad, later the Bridgton & Harrison, one of the famous Maine 'two footers'. This locally-promoted road was eventually opened after much debate in 1883 and soon proved a success in meeting transport needs both of resident community and the many summer visitors who made their way to the lake-side resorts in this part of the state. The original route ran from the connection with the standard gauge Maine Central at Bridgton Junction near Hiram up to Bridgton itself. It was later extended by some five miles to Harrison, and more locos and stock were ordered to cope with the increased demand.

Such success attracted the attention of its large standard gauge neighbour, and (as it had with the Sandy River) the Maine Central bought out the line in 1912. However, the big company sold out in the mid-1920's when traffic in forest products, the staple freight business, began to decline. Locally-controlled again, the line soldiered on. In the late 1930's it got much attention from early railfans, but not enough support and regular local business to save it. It finally closed in 1941. However, much of the stock and two locos were saved by Ellis Attwood and moved to Edaville, but that is another story ....

Robert Jones will be well known for his previous books about other Maine 2' lines: *Two Feet Between the Rails*, two volumes on the Sandy River (Sundance Publications), and (completing a work begun by the late David L. Register) *Two Feet to Tidewater* on the Wiscasset, Waterville & Farmington (Pruett Publishing). This present work completes the trilogy and gives the B&SR/B&H the same thorough coverage — not only through original research into archive material and local sources, but also from extensive contacts with railway historians for additional information and photos: the acknowledgements for help, advice, information, and pictures are almost a 'who's who' of 2' authorities. In addition, Jones has included some reminiscences from the few people surviving who remember the little railroad, thereby adding both charm and authenticity to the account.

The book is attractively presented and profusely illustrated with a won-

derful collection of pictures, mostly of course in black & white, excellently reproduced on high quality glossy paper. Colour has been used for the painting on the cover, reproduced as a frontispiece, as well as a double page Pearsall watercolour within, plus a couple of old coloured postcards along with some tickets and memorabilia, and the main map.

There are no structure plans, but clear track diagrams, and a good number of scale drawings by H.T.Crittenden and John Derr, showing five of the eight locos plus a good selection of the passenger stock and some representative freight vehicles, including the only 2' gauge tank cars in the US. Full rosters of the locos and stock complete the coverage.

Whilst it has not perhaps attracted the same attention as the Sandy River, there have been previous publications about the B&SR/B&H, albeit not on this scale. The book is recommended as a real treat for fans of the Maine two footers.

## Railroad Atlas of North America

Volume 2: California and Nevada

by Mike Walker

Steam Powered Publishing, Dawes Road, Dunkirk, near Faversham, Kent, ME13 9TP.

295mm x 215mm 76pp

Softback £15.95 (+ £1.00 UK p&p)

ISBN 1 874745 02 1

Regular viewers of Steam Powered Video programmes will have come to appreciate the excellent maps often provided inside the sleeves which help to set the various locations in context. SPV intend to assemble a comprehensive railroad atlas covering the whole of North America (including Canada), designed to provide a single source of reference for the North American rail network, past and present. Following the success of the first volume, which covered the north eastern states, SPV have now published the second instalment, dealing with California and Nevada.

Like its predecessor, it has been meticulously researched and drawn, with more detail than previously available in many American publications. All extant lines are shown together with stations, junctions, yards, and principal bridges and tunnels. Former lines now abandoned are shown, though a few have been omitted in complex areas for clarity. Narrow gauge lines are distinguished as such only if they are still extant or remained narrow until closure; those converted to standard are shown in that form. Each line also carries an indication of ownership, former ownership, and running rights. The work includes a listing of all the railroad identification marks (road name abbreviations) relevant to this volume, and is rounded off with a full index of place names. A grid showing the disposition of the maps



over the area covered sensibly accompanies the initial list of contents.

The maps are presented to the consistent scale of 8 miles to the inch, with complex areas enlarged for clarity to 2 miles to the inch. All are in black and white, on quality paper between heavier laminated colour covers.

This series will interest those who like to understand the geographical relationship of the railways they study or model, and should prove useful to enthusiasts visiting America. Modellers may also welcome the opportunity to fill some of the gaps with creative freelancing when planning a layout.

## Fortress Railways of the Baltic Shores

by Mehis Helme

Plateway Press, P.O.Box 973, Brighton, BN2 2TG.

235mm x 175mm 80pp

Softback £8.95

ISBN 1 871980 20 8

After a humiliating defeat at the hands of Japan in 1905, shocked Russian military planners set about preparing maritime defences for St.Petersburg, Russia's principal naval base on the Baltic. A massive programme of fortifications was put in hand along the Estonian coast and the offshore approaches, and construction was assisted by a network of 750mm gauge lines which eventually totalled almost 250km. On the offshore islands, the lines were self-contained, existing only to supply the fortresses, but around Tallinn the railways actually saw little military use and came to act as common carriers.

When the Germans invaded Estonia in 1918, they not only took over the fortress railways but also laid a 600mm gauge Feldbahn system on the island of Saaremaa.

Much of the mainland trackage was subsequently absorbed into the Railways of Estonia, though decline was inevitable: passenger services lasted until 1962, freight until 1971, on some sections. On the islands, the railways remained under military control, and the last one survived into the 1990's.

The locomotive stock was extremely varied and included examples from Russia, Germany, Finland, America, and France. The book includes 75 remarkable black & white photos, mostly rare historic views of these hitherto little known lines, which well illustrate this variety. To delight potential modellers in search of new and different prototypes there are also 18 scale drawings, along with principal dimensions and rosters.

The history of these fortress railways through revolution, war, occupation, and uneasy peace has been pieced together by local author Mehis Helme, one of the few students of railway history in Estonia. Such interests were not encouraged under the Soviet regime, and sources of information were scarce. His work is believed to be the first English language account of these lines, and contains detailed coverage of their building, operation, and ultimate fate. Plateway Press, taking their reputation for esoteric topics to an extreme, have brought to the production of this book their usual skill and high standards; they are to be congratulated for their initiative in making the material available. It makes an interesting companion to their previous *Narrow Gauge at War* and can be recommended to all fans of the international narrow gauge scene.

## Bahn Lexikon Deutschland '93/'94

Deutsche Bundesbahn

Ed. Rüdiger Block

Eisenbahn Kurier Verlag, Postfach 5560, D-79022 Freiburg, Germany.

165mm x 117mm 448pp

Softback DM26.80

ISBN 3 88255 816 4

German text

Since January 1st this year the German railways have combined to form Deutsche Bahn AG; this handy travellers' guide from EK covers only those routes of the former DB.

It will be of great use to enthusiasts on holiday. It builds on the published timetables (or *Kurzbuch*) by outlining the haulage rostered for the route,



scheduled departure times for freights (and their rostered classes), points of railway interest (mechanical signalling, etc.), and advice on photographic locations en route.

The volume is divided along DB administrative borders, encompassing Hamburg, Hannover, Essen, Köln, Frankfurt, Saarbrücken, Karlsruhe, Stuttgart, Nürnberg, and München, plus their satellite sheds and works. Each route is studied, interspersed with appetising photographs, many in colour, of the lines and traction concerned.

The second section of the book lists the locomotives and multiple units as at hand-over to DBAG, giving each machine's home base and class totals. This will be a handy source of information should the renumbering of commercial models be desired, to be appropriate for the desired location.

The amount of enthusiasm for German railways is evident from the number of visitors to and modellers of these prototypes, and books such as this winner from EK should enhance this support. On past form, we expect that a companion volume for the former DR will soon be forthcoming.

## Vom Vorbild zum Modell: Anlagen-Pläne

MIBA Verlag, Senefelder Strasse 11, D-90409, Nürnberg, Germany.

by Michael Meinhold & Thomas Siepmann

295mm x 210mm 100pp

Softback DM34.80

ISBN 3-86046-000-5 German text

This recent publication from MIBA brings together ten schemes from their acclaimed series of magazine articles. It concentrates on layout planning, but not simply dreaming up track plans to fit a space: these suggestions are firmly rooted in the prototype, within a scenic context. The book therefore contains much useful background on infrastructure which will be of interest to all those wishing to model German railways authentically.

Presented here are various defined themes which are explored from the prototype idea, with supporting pictures, along with a stylised colour map of the location, and timetables, plus a station track plan, through to a detailed subtly coloured layout plan complete with constructional details and appropriate scenic items. Consideration of potential operation, suggested stock, even some typical train formations, either as drawings or silhouettes, complete each scheme. Useful information panels summarise the data and details, including possible commercial sources.

The ten included schemes are for specific spaces in either HO or N, though the dimensions are obviously adjustable. They deal with a range of topics: historical and modern, urban and rural, main and branch lines. It is interesting to note the presence of Spalt which CM contributor Tim Hale has already modelled (see May 92)!

Even the 'simple' branch lines are formed as part of elaborate schemes, which all seem to be intended for sizeable permanent layouts, but that no doubt reflects the approach to hobby in Germany, compared to the portable layouts necessarily more common in Britain.

If this collection has a failing, it could be that the resulting plans tend to lack variety — the uniformly high standard and common authorship has produced a certain similarity. Perhaps this is an effect of gathering together articles which appeared over a period of time. It may also be a comment on the outlook of the potential market, but the book is certainly to be commended if it gets prospective modellers in Germany thinking beyond the train set.

As usual, the MIBA production is first class: the work is clearly laid out and attractively presented, incorporating 105 black & white and 90 colour pictures along with excellent supporting drawings and diagrams.

It would be fair to say that you would need reasonable German to get the most out of this book, but even without it is full of inspiration and can be recommended.

**Top left: DB ICE at Frankfurt Hbf; below: DR class 143 passing Köln Deutz.**

**Photos: Kenneth Williamson (August 1992).**



## Videos

### Steam to Chicago

Pentrex

60mins £21.95

This tape tells the story of two long distance steam-hauled excursions making their way over several days in mid-July 1993 to the annual convention of the National Railroad Historical Society in Chicago.

The *Independence Limited* took four days to cover 860 miles with a train of some 25 cars. The first stage from Knoxville, Tennessee, to Richlands, Virginia, was hauled by Southern Railway 2-8-2 #4501, assisted on the grades by a couple of diesels cut into the consist. For the continuation to Portsmouth, Ohio, Norfolk & Western J class 4-8-4 #611 took sole charge. Much of this part of the trip was over trackage which had not seen passenger cars or steam locos for many years. On the third day the same loco headed north to Bellevue and then west across the state line to Fort Wayne, Indiana, where for the final day's run to Chicago two ex-Nickel Plate engines were rostered: #587, a Baldwin-built USRA 2-8-2, and #765, the popular Lima 2-8-4. The tape features some wonderful syncope of their exhausts as they restart; only the Mikado was equipped with an auxiliary tender so to save water the Berkshire was only worked seriously for acceleration after stops and on the steeper grades.

Meanwhile the *Central States Challenger Special* took three days to cover 1,000 miles through four states. Its first stage had to be re-routed and diesel powered due to the severe flooding in the mid-west at that time, but the Union Pacific's Challenger 4-6-4 took over at Marysville for the run to Kansas City. The 23 car consist included no less than six dome observation cars! The weather improved somewhat for the second stage to St. Louis, though a detour was again necessary; we see the water very close to the tracks at Bennet's Mill and the line was apparently closed not long after the special passed! The final run into Chicago provides the opportunity for some fine views of the train in flat open country.

The locations have been well chosen, taking care to find interesting viewpoints, and apart from the servicing stops at stations, there are few other onlookers in evidence. The pace of the compilation is good, and the programme is just the right length to retain interest. Made on modern video equipment, the technical quality is good even in the less than perfect weather, and Steam Powered Video have ensured first class transfer and duplication. An informative commentary is complemented by captions giving the locations, and maps on screen show each day's route. There is no backing music, and the location soundtrack naturally includes plenty of whistling!

The British PAL version of this tape is exclusively produced under licence by Steam Powered Video, of Dawes Road, Dunkirk, near Faversham, Kent, ME13 9TP. The price quoted includes postage within the UK.

### Quick Shots — 2

American AltaVista

122 mins £25.95

This innovative magazine programme centres around five major reviews of modern motive power: the SD70M and SD60MAC from Electro-Motive Division (including an astute appraisal of the technical and economic differences), the 'Genesis' from General Electric for Amtrak, which they designate AMD-103 (though it is a Dash 8-40BP to its builders), plus the Amtrak tests of new passenger sets in the form of the ABB X2000 from Sweden and the Siemens ICE from Germany. Coverage is extensive, with access to cabs, rides on the trains, etc., and plenty of the machines in action.

These main items are punctuated by a number of shorter but no less interesting sections on current news events and shortline topicalities, such as refurbished Budd cars and Morrison Knudsen GP39 rebuilds working in push-pull mode for Virginia Railway express, the South Branch Valley RR, with some tasty first generation diesels, rallies of 'speeders' (internal combustion track inspection trolleys now in private ownership), the last of the E units on the MARC, some speeder meets, a number of steam trips, featuring such motive power as the Norfolk & Western 4-8-4 #611 and Southern Railway 2-8-2 #4501, and not forgetting the speeder meets (the producer certainly hasn't ...).

These main and lesser sections are further interspersed with interesting snippets, or quick shots, on a wide range of topics. It all goes to make up a fascinating selection which is ideal to dip into for as long as you wish; overall the tape must be considered excellent value. As it is all comparatively recent footage taken on modern equipment, the quality is good.

The programme was produced by Bob Loehne, who is also responsible for the commentary — the delivery is upbeat and individual, and not afraid to voice a trenchant opinion or two: quite unlike conventional railroad videos, but all the more entertaining for that.

In case you were wondering, *Quick Shots — 1* was an in-house test tape which has not been made available to the public, so there is no need to look for the first volume!

The British PAL version of this tape is exclusively produced under licence by Steam Powered Video, of Dawes Road, Dunkirk, near Faversham, Kent, ME13 9TP. The price quoted includes postage within the UK.





Iain D. Archer is looking for photos of CSX SW1500's in all paint schemes from the Family Lines/Seaboard System to the current CSX Phase 6 scheme. Iain is prepared to pay all costs if any reader can help with slides or prints, preferably three-quarter loco portraits, and/or information regarding numbers & paint schemes carried by specific locos. Iain can be contacted at: 44, Rosslyn Road, Vicars Cross, Chester, Cheshire, CH3 5HP.

## Stop Press of the Model Railway World

### AlteZeitGruppe progress

After the inaugural meeting at Southampton, the AZG have embarked upon a year of expansion. In keeping with their innovative activity in publishing they will be launching a series of specialised books.

The first title will be *Modelling the K Bay Sts B* (a follow-up, dealing with the KPEV, is planned for 1995). The book will concentrate on modelling the Bavarian system to achieve a realistic result whilst still using as much proprietary stock as possible. There will be drawings and trackplans to assist the reader together with a pocket history of the prototypes that have appeared as models over the past few years.

Much of the work has been previously unpublished in the UK and the contributors will include such doyens of the Bay Sts B as Wilf Riding and

Dr. Sigurd Hufnagel.

Advance copies may be ordered from: The AZGruppe Bookshop, Nigel Lee-Briard, The Old Barn, Rue A Don, Grouville, Jersey, Channel Islands. A refundable deposit of £10 will ensure a copy and all AZGruppe members will receive a discount. The publication date will be in time for the December rush and the AZG hope to have a draft copy ready for the German Railway Society's show in Oxford in September.

The long-awaited sequel to the DRG signal book, the DB Signal Manual, will also be ready in spring 1995. This will be in full colour, and has been prepared with the co-operation of the DB in the person of a retired Bundesbahn S&T Inspector. Again, advance orders to Nigel Lee-Briard at the address above.

### North British Society joins ARPS

The North British Locomotive Society has achieved another of its aims — Corporate Membership of the Association of Railway Preservation Societies. The A.R.P.S. acts as a forum and umbrella organization for railway preservation societies in the U.K. At the Spring General Meeting of the A.R.P.S. held near Butterley, Derbyshire (home of the Midland Railway Centre) on Saturday, 7th May 1994, the application by the NBLs for corporate membership was discussed and unanimously accepted. North British Locomotive Society Chairman Eddie Pepperrell commented that the NBLs now looks forward to a bright future and the forging of new links with other societies within the A.R.P.S. He expressed his thanks to the Quainton Railway Society and the East Somerset Railway, Proposer and Second respectively of the NBLs' application.

The NBLs was founded in 1989, is now a Registered Industrial & Provident Society, enjoying exempt charity status; it is run by a democratically-elected Committee. The NBLs takes its inspiration from the former North British Locomotive Company Ltd. (NBLCo) of Glasgow, and its three constituent companies: Dübs, Neilson Reid, and Sharp Stewart. The NBLCo was the biggest exporter of steam locomotives in Britain and the world. The NBLs exists to repatriate, preserve, and ultimately steam exported steam locos built by the above companies.

The NBLs currently owns two locomotives:

- 1) "Stella Steyn", a 1904 Class 11 Mikado locomotive originally built for Central South African Railways (CSAR) and latterly owned and operated by President Steyn Mine, South Africa; it is still located in South Africa pending fund-raising for repatriation.
- 2) a 1954-built Class 25NC (Non-Condensing) 4-8-4 main line locomotive, No.3405, ex-South African Railways, which was repatriated in 1991 with the help of a £10,000 grant from the PRISM Fund of the Science Museum, and which is presently at the Buckinghamshire Railway Centre (BRC).

The NBLs has its Registered Office at the BRC, and works in close co-operation with the Quainton Railway Society, owners of the BRC, and acknowledges the considerable amount of advice and practical assistance received from the QRS.

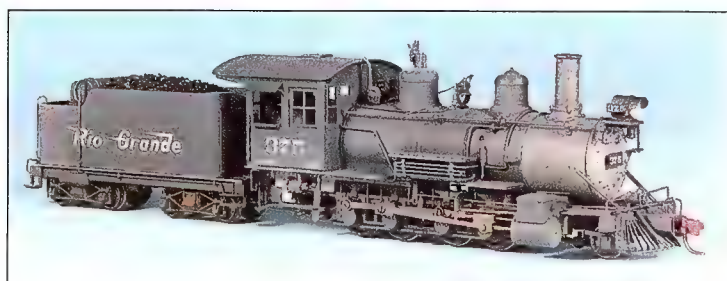
The NBLs is proud to have Mr. David Shepherd, OBE, FRSA, as its President, and aims to continue with its preservation work and looks forward to persevering with its search for a representative selection of North British-built locomotives which were exported to various parts of the world, in order to repatriate them for the education and enjoyment of present and future generations in Britain.

For further information, the NBLs can be contacted at Quainton Road Station, Quainton, near Aylesbury, Buckinghamshire, HP22 4BY.

### ÖBB class 155 backhead

A.R.Chetwood is working on a model of the Austrian class 155 (originally kkStB and BBÖ 174, later DRG 55<sup>99</sup>) 0-8-0 and needs details of the backhead. He already has the drawing

from the Stockklauser collection published by Slezak. If you can help, please contact him at: 34, Sutton Way, Shrewsbury, Shropshire, SY2 6EQ.



### Slim Gauge Circle

The Slim Gauge Circle is an informal national group open to all enthusiasts in Britain who are interested in American narrow gauge and short-line railroads. Since 1984 the Circle has been meeting twice yearly (in May and November) at Bilton, near Rugby, where a large hall is available for running layouts, bring & buy tables, and informal discussions. In addition, there is more informal and useful contact between members on a local basis.

Besides these regular gatherings of common interests, one of the principal achievements of some members has been the development of a modular system in Sn3 scale. Others favour Nn3, HOn3, On3, 'G' or other scales.

New members will always be made

welcome. The Circle expects to remain informal in the future, hence the membership subscription is only £5 per year. Most of this is used to cover the hall rental but there is also our newsletter — the *Slim Gauge Circular* — keeping members in touch with developments both here and in America.

Further details can be obtained from the Honorary Secretary: Tony Nixon, 31, Chestnut Drive, St Albans, Hertfordshire, AL4 0ER. Telephone: St Albans (0727) 865288.

**Above: Mick Moignard's D&RGW C25 2-8-0 #375, to be described in a forthcoming issue. Photo: Peco Studio.**



**Former driver R. Niven inspects ex-SAR 25NC No. 3405 at Quainton Road. Photo: Roger Enskatt, NBLs.**



## NSW 40 class postscript



Further to our account of the New South Wales 40 class diesels, it should also be recorded that A.E. Goodwin subsequently sold 4002 and 4006 after overhaul to Cliffs Robe River Iron Associates in Western Australia. Painted bright yellow (the fourth livery for 4002!) and with cab sunshades and air conditioning fitted, they were used first on construction of the ore line and later as shunters. To solve the adhesion problem the bogies were eventually modified to a Bo-Bo configuration by the removal of the unpowered centre axles and the extension of the equalising beams. Both locos were retired in 1980 and preserved locally.

**Left: 261-001 (formerly 4006) at Darling Island docks ready for shipping to Western Australia (Photo: Graham Fisher collection); right: 9401 (formerly 4006, renumbered again) with sunshades and air conditioning at Cape Lambert in September 1975 (Photo: Peter Clark).**

Quite apart from its pioneering significance, its legitimate use alongside steam locos in the transition period has made the 40 a popular prototype with NSW modellers. Given its derivation from the standard US design, it is not surprising that there have been many attempts made at conversions from ready-to-run commercial items in HO scale, both private and commercial, including one based on the excellent Atlas/Kato RSD4/5 (a very similar unit but with unequally spaced Co-Co bogies).

There is a useful modification and detailing kit from Ian Lindsay Models which includes a replacement cab along with buffer beams and walkway inserts, buffer heads, buffing plate, and other details, which enable a convincing facsimile to be created.

Bergs Hobbies have also offered a whitemetal body kit to suit an American mechanism, but only the limited run brass model by Mansfield provided the correct equally spaced bogie wheelbase and the distinctive sideframes.



**Below: Two 40's in HO scale: 4001 is from the new kit by Lloyd's Model Railways (see page 271) depicting the class in original form, whilst 4018 is a Stewart RS3 modified with the Ian Lindsay Models detailing kit,**

**with other parts to show the later alterations. The approximations of the bogie sideframes were cut down from AR Kits 45 class examples, and there are actually non-powered centre wheels! Photo: Peco Studio.**



## Large scale structures



**Further to the article in our May issue on his large scale structures, W. Davison sends these views which show stages in the accommodation of a very intru-**

**sive window sill along one side of the layout. Each floor of each building has its own lighting.**

**Photos: David Knowles.**





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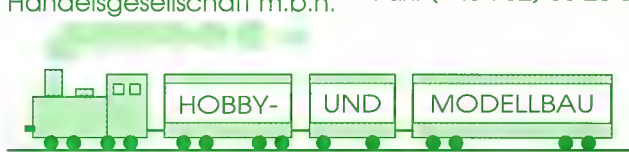
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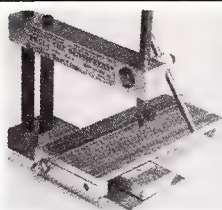
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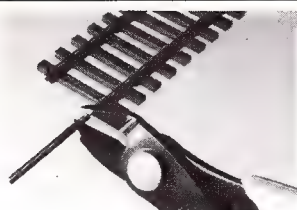
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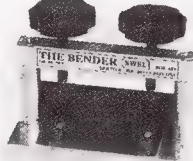
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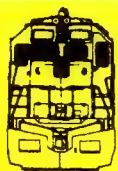
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<b>KLEINHO HO SCALE</b>	
361 OBB 8 wheel H/albot hopper	£5.00
363 OBB bogie flats 3	£20.00
OBB 4020 3 car emu	£75.00
OBB 5047 Modern single car emu	£42.00(2)
<b>LILUPUT HO SCALE</b>	
07803 DB BR78 (weathered)	£4.00
10900 BR38 1st tender (weathered)	£4.00
21210 OBB 12 wheel bogie flats 2 for	£20.00(2)
2255 SBB Shell bogie tanker	£5.00
24210 OBB 4 wheel van	£6.00(3)
24400 DB E605 bog e van	£6.00(2)
24612 OBB Harstener Kitzbuhel hoppers	£4.00
26000 C/wl, leak restaurant	£8.00
27850 SBB 4 wheel 2nd	£7.00
29500 Prussian 1/2nd express	£8.00(2)
38410 16 axle ow loader/tank load	£20.00
69403 DB blue 1st Aum (1 87)	£12.00(2)
69600 DB green 2nd Bum (1 87)	£12.00(2)
69700 DB green 2nd Bum (1 87)	£12.00

<b>LIMA HO SCALE</b>	
3113 DB Coca Cola van	£3.00
3530K DB Nordsee van	£3.00
3564K SBB van	£5.00
3565 SBB 4x6 brown broken panto	£5.00
9168 DB red/cream 1st sacon	£9.00
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8393 DB BR18 (S3/6)	£65.00
8396 DB BR86 weathered	£55.00

<b>PIKO HO SCALE</b>	
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8396 DB BR86 weathered	£55.00
56220 CSB ES 499 blue/cream	£14.00
<b>RIVAROSSO HO SCALE</b>	
1336 SNCF 231E black weathered	£50.00
1340 DB BR39 weathered	£20.00
1459 FS E656 blue/grey	£55.00
1667 DB BR green	£45.00
3500 FS maroon/grey 1st	£25.00

<b>ROCO HO SCALE</b>	
4218B NS Roco advert coach	£9.00
4222 4 wheel Kube/wagon grey 4 for	£20.00
4253, 4254 2 oil points, 4255 x 6,	
4256 x 2 for	
43001 BR420 Sbahn orange	£39.00
43002 BR420 Sbahn blue	£39.00
43004 BR485 2 car emu & centre car	£80.00
43266 OBB BR 44	£79.00
43268 OBB BR74	£60.00
43392 DB BR110	£75.00
43401 BR169 red	£30.00
43402 BR110 blue/cream	£10.00
43459 BR290 blue KDS	£39.00

43512 SBB Re 4/4 Bahn 2000	£59.00
43515 OBB 1044	£50.00
43559 DB BR E19 blue (new)	£75.00
44302 OBB Euro/ma 2nd	£9.00
44399 DB Bundespost blue/pe ge	£11.00
44439 DB P kes 2nd	£2.00(2)
44481 OBB 2nd Scheren Jalla	£14.00(3)
44482 OBB 2nd Scheren 1st green	£15.00(5)
44550 DB 2nd c ass	£15.00
44561 DB 2nd uelcream	£15.00
44562 OBB 1st orange	£15.00
44680 DB Erzugswagen 2nd	£18.00(6)
460 Lowenbrau van	£5.00

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Roco 43191 Kohn violet tram	£55.00(2)
Pola Tram Depot Kit	£25.00 (was £35.00(2))
<b>TRIX HO SCALE</b>	
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2412 BR92 2-8-0T (weathered wheels)	£22.00
2426 DB BR54 (weathered wheels)	£59.00
23583 DRG Wurzburg open wagon	£10.00

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Bachmann F7A Union Pacific	£20.00
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Proto 2006 S/L2 Bangor & Arctook	£7.00
Atreath SD45 New Haven boxshell	£7.00
Fratesch-Brazil Stockcar/Reeler par	£8.00

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Vau Pie Scalloping KIT	£3.00
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Pola 2 track loco shed	£10.00
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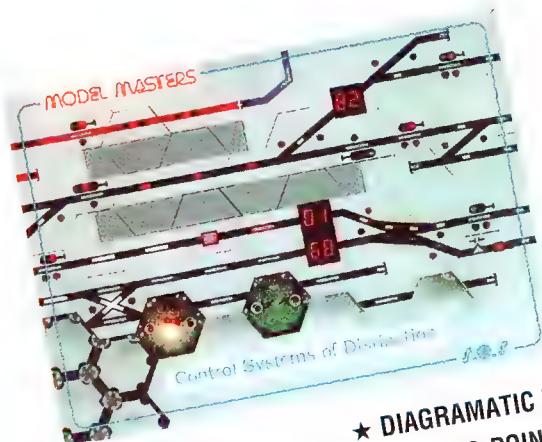
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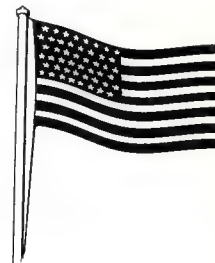
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7442 ICE 1st coach	£29.92
7443 ICE 1st class/non-smoker	£29.92
7444 ICE 'Bordrestaurant'	£31.59
7445 ICE 2nd coach	£30.54
7446 ICE 2nd class/non smoker	£29.92
7447 ICE 2nd class/non smoker	£29.92
7448 ICE 2nd coach	£29.92
7449 ICE 2nd class/smoker	£29.92
7471 NS type DH2 railcar	£115.43
7968 Track cleaner	£73.86

#### HO 1993 NEW ITEMS

4086 DB Class 86 tank loco(12)	£138.42
4154 DR Class 55 loco.....(12)	£154.61
4228 DB Class 211 diesel.....(8)	£86.45
5800 2nd Class/baggage coach.....(10)	£26.13
5801 1st Class coach.....(10)	£25.41
5803 1st/2nd class coach.....(10)	£25.41
5804 2nd class & tail lights.....(10)	£25.41
5792 3-axle 2nd class coach.....(8)	£20.43
5794 3-axle 2nd/brake coach.....(8)	£24.23
5795 3-axle baggage coach.....(8)	£21.23
5239 Container wagon 'P&O'.....(8)	£17.58
5246 Intercargo Express cont(11)	£23.70
5272 Rolling road + lorry.....(4)	£26.55
5370 Sliding wall 'Intercargo' (11)	£17.15
5415 'Wacker' tanker.....(8)	£15.68
5425 'Thorl' tanker.....(6)	£16.10
6148 Pr. manual hi-speed pnts(12)	£37.81
6149 Pr. elect hi-speed pnts(12)	£50.83
6178 LH manual hi-speed pnt(12)	£18.91
6179 RH manual hi-speed pnt(12)	£18.91
6180 LH elect hi-speed pnt.....(12)	£25.41
6181 RH elect hi-speed pnt.....(12)	£25.41
6383 START SET OF THE YEAR.....(4)	£108.25

#### N 1993 NEW ITEMS

7086 DB Class 86 tank loco(12)	£102.55
7228 DB Class 211 diesel.....(6)	£64.84
7305 Electric rack loco.....(6)	£71.96
7340 Swiss electric Re4/4.....(12)	£98.18
8176 IR 1st class coach.....(11)	£20.90
8177 IR 2nd class coach.....(11)	£20.90
8178 IR Bistro coach.....(11)	£20.90
8179 IR 2nd & tail lights.....(11)	£20.90
8186 EC 2nd class coach.....(11)	£20.43
8673 FD Express coach.....(12)	£21.23
8757 Post/baggage DR coach(10)	£12.21
8758 2nd class DR coach.....(10)	£11.83
8759 2nd class DR coach.....(10)	£11.83
8792 3-axle 2nd class coach.....(8)	£16.34
8794 3-axle 2nd/brake coach.....(8)	£18.76
8795 3-axle baggage coach.....(8)	£17.58
8239 Container wagon 'P&O'.....(6)	£13.87
8246 Intercargo Express cont(12)	£19.19
8278 Rolling road + lorry.....(4)	£20.19
8370 Sliding wall 'Intercargo' (12)	£14.01
8407 'VTG' tanker wagon.....(6)	£11.07
8408 'Wacker' tanker.....(6)	£11.50
8425 'Thorl' tanker.....(8)	£12.68
8486 'VTG' tanker.....(4)	£14.44
9393 START SET OF THE YEAR.....(4)	£100.65

**1994 NEW ITEMS  
PLEASE SEND  
S.A.E. FOR  
OUR PRICES  
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FLEISCHMANN  
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WE CAN SUPPLY FROM STOCK OR OBTAIN ANY ITEM IN THE FLEISCHMANN CATALOGUE ALL AT DISCOUNT PRICES AND WILL IF POSSIBLE MATCH ANY CURRENTLY ADVERTISED PRICE.

#### HO BRASS TRACK

6001 Straight 204mm	£95p
6002 Straight 102mm	£90p
6003 Straight 55mm	£90p
6004 Straight 40mm	£90p
6005 Straight 165mm	£95p
6006 Flexible 981mm	£2.80
6008 Power feed track	£5.32
6010 Adjustable track	£3.52
6012 Elect uncoupler	£11.07
6013 Elect uncoup & sig	£13.78
6014 Uncoupler manual	£4.28
6016 Buffer stop	£2.52
6020 Curve R0	£1.33
6024 Curve R1	£1.33
6025 Curve R1 30 deg	£1.09
6026 Curve R2 15 deg	£1.05
6030 Curve R2	£1.14
6032 Curve R2 15 deg	£1.05
6033 Curve R2 7.5 deg	£1.05
6036 Curve R3	£1.14
6044 Manual Points pair	£20.71
6045 Electric Points pair	£33.25
6046 Curved points man pair	£22.52
6047 Curved points elec pair	£34.96
6048 Manual points pair	£33.82
6049 Elect points pair	£42.47
6050 Hand turntable	£29.45
6051 Turntable supp set	£7.13
6052 Elect turntable	£155.18
6053 Turntable ext set	£9.45
6057 Man 3-way point	£21.14
6058 Elect 3-way point	£33.63
6060 30 deg crossing	£11.16
6062 15 deg crossing	£12.68

#### HO BRASS TRACK

6065 Man double slip	£27.69
6066 Elec double slip	£34.44
6070 Single Point L/H man	£10.36
6071 Single Point R/H man	£10.36
6072 Single Point L/H	£16.63
6073 Single Point R/H	£16.63
6074 Single Point L/H man	£11.26
6075 Single Point R/H man	£11.26
6076 Single Point L/H elec	£17.48
6077 Single Point R/H elec	£17.48
6078 Single Point L/H man	£16.91
6079 Single Point R/H man	£16.91
6080 Single Point L/H elec	£21.23
6081 Single Point R/H elec	£21.23
6090 Passing loop set	£35.06
6091 Siding set	£41.80
6092 Parallel set	£49.02
6093 3-way point set	£38.19
6094 Turntable set	£38.19
6095 Electro set	£23.75
6098 Level Crossing	£23.51
6099 Reverse loop set	£20.85

#### HO PROFI TRACK

6101 Straight 200mm	£1.24
6102 Straight 105mm	£1.19
6103 Straight 100mm	£1.19
6106 Flexible 800mm	£4.23
6107 Straight 10mm	£1.38
6110 Adjustable Track	£4.51
6112 Elect uncoupler	£11.26
6113 Elect uncoup & Mast	£14.16

#### HO PROFI TRACK

6114 Manual uncoupler	£4.32
6116 Buffer Stop	£3.09
6117 Buffer Stop	£2.38
6120 Curve R1	£1.47
6122 Curve R1 18 deg	£1.43
6125 Curve R2	£1.62
6127 Curve R2 18 deg	£1.47
6131 Curve R3 18 deg	£1.57
6133 Curve R4 18 deg	£1.57
6138 Curve R6 47mm	£1.57
6139 Curve R7 88mm	£1.66
6140 Manual Points pair	£25.18
6141 Elect Points pair	£37.72
6142 Curved Points pair	£28.12
6143 Curved Points pair	£40.47
6150 Manual Turntable	£30.16
6151 Supp set for 6150	£7.55
6152 Elect Turntable	£159.36
6153 Supp set for 6152	£11.88
6157 Man 3-way Point	£25.84
6158 Elect 3-way Point	£38.76
6160 Crossing 36 deg	£7.46
6162 Crossing 18 deg L	£9.12
6163 Crossing 18 deg R	£9.12
6164 Double Slip Man L	£29.45
6165 Double Slip Man R	£29.45
6166 Double Slip El L	£36.05
6167 Double Slip El R	£36.05
6170 Single Point L/H man	£12.59
6171 Single Point R/H man	£12.59
6172 Single Point L/H elec	£18.86
6173 Single Point R/H elec	£18.86
6174 Single Point L/H man	£14.06
6175 Single Point R/H man	£14.06

#### HO PROFI TRACK

6176 Single Point L/H elec	£20.24
6177 Single Point R/H elec	£20.24
6190 Station set	£54.58
6191 Shunting set	£47.26
6192 Parallel set	£57.48
6193 3-way Point set	£55.77
6194 Platform set	£79.56
6195 Electro set	£23.75
6197 Level Crossing	£5.70
6199 Reverse loop set	£15.91

#### N TRACK

9100 Straight 222mm	£1.24
9101 Straight 111mm	£1.19
9102 Straight 57.5mm	£1.19
9103 Straight 55.5mm	£1.19
9104 Straight 27.75mm	£1.19
9106 Flexible 777mm	£4.18
9108 Power feed track	£7.79
9110 Adjustable track	£4.13
9112 Uncoupling rail	£10.45
9114 Manual uncoupler	£4.23
9116 Buffer Stop	£2.66
9119 Rack rail 222mm	£2.66
9120 Curve R1	£1.24
9122 Curve R1 15 deg	£1.19
9123 Curve R1 7.5 deg	£1.19
9125 Curve R2	£1.33
9127 Curve R2 15 deg	£1.24
9128 Curve R2 7.5 deg	£1.24
9130 Curve R3	£1.47
9131 Curve R3 15 deg	£1.43
9135 Curve R4	£1.47

#### N TRACK